

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 47]

SATURDAY, NOVEMBER 25, 1871.

[WHOLE No. 1,857, VOL. XLIV.

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American Railroad Journal.

New York Saturday, November 25, 1871.

United Companies' Lease.

On reviewing the lease of the "United Companies," in which the Camden and Amboy is included, we find that the consideration is ten per cent. per annum on the capital stock of the several companies, which is payable by the Pennsylvania Railroad Company, the lessees, to the officers of the "United Companies," the lessors, in a round sum, at each quarterly period, the lessors paying it out to their respective shareholders. This being the case, the stockholders may, without consulting the Pennsylvania Railroad Company, increase their number of shares at pleasure, and if they prefer, as they probably will, may so add to the number as that at 7 per cent. per annum it will evenly absorb the aggregate sum now required to cover 10 per cent. on the present amount of capital—that is, adding 4 shares to every 10 or 40 to every 100 shares. This is considered an advantage to the stockholders, and we are informed that the larger holders, and especially those at New York, are in favor of such an augmentation of the number of shares. There is another consideration favorably affecting the value of the shares of the "United Companies," which the holders before parting with them should duly consider, namely, that there is now nearly due 7 per cent. on the stock—2 per cent. from the July dividend, 2½ per cent. due in October, and 2½ per cent. to become due in January, now less than a month and a half off. We note these facts that all parties, buyers and sellers,

may be duly advised in the premises.—*Philadelphia Ledger.*

Bochumer Verein für Bergbau und Gussstahl-fabrication. Bochum in Westphalia.

The above is the German name for the Bochum Mining and Cast Steel Manufacturing Company, in Bochum, province of Westphalia, Prussia, represented in this country by Messrs. H. Boker & Co., in New York, whose card will be found in our advertising columns. With all due deference to the Teutonic taste for euphony in language, it scarcely can be considered a matter of doubt whether Herr Krupp's name would have become so familiar to the Anglo-Saxon race as to be almost a household word, if its pronunciation were as difficult as the correct rendering of the above title must appear to most of our readers. However, the name of the Bochum Company is closely linked to Krupp's in the history of the development of that vast industry which, in our era of railways, steamboats, and steel cannon wars, has become second to none in importance,—the manufacture of so-called machinery cast-steel.

Without further reference to Krupp's doings, with which our readers are more or less acquainted we propose to give some particulars about Bochum, which we take from the printed catalogue of the company, issued at the time of the Paris exhibition of 1867, at which the display of Bochum steel created great sensation. Among other articles were exhibited—

- 4 cast steel bells, the largest weighing 32,500lbs. or about 15 tons.
- 1 cast steel fly-wheel shaft, weighing 6,000lbs.
- 2 sets steel car-wheels.
- 1 set cast steel locomotive driving wheels, 5½ ft. diameter, cast full size, with tread and flanges on.
- 22 cast steel wheel discs, cast in one block, weighing about ten tons.
- 1 cast steel press cylinder, weight 6 tons, for hydraulic press.
- 1 cast steel locomotive cylinder, complete, cast in one piece.

The Bochum Company received, among other awards, the great gold medal of honor at the International Exhibition of Paris in 1855; three prize medals at the London Exhibition of 1862; and a gold medal at the Paris Exhibition of 1867.

Continuing to extract from the catalogue, we note that the Bochum Cast Steel Works, now the second largest in the world, were founded twenty-five years ago, and were purchased fourteen years ago by the present company. The principal products are cast steel wheels, axles, tyres, springs, church bells, cannon and Bessemer rails. In the cast steel works 2,500 workmen are em-

ployed. The company also owns coal and iron mines and blast furnaces.

The process of casting steel in moulds—as especially used in the casting of bells—was invented some twenty years ago, by Mr. Jacob Mayer, co-founder of the establishment, and yet at present its technical director. The right of using this invention has been granted to Messrs. Jacob Holtzer & Co., at Unieux, France, and to Vickers, Son, & Co., of Sheffield.

The total production of Bochum in some articles up to the date of the catalogue is given in round numbers as follows:

Cast Steel Car Axles, 40,000. Beside, several thousand locomotive axles are mentioned, as also a large number of cast steel steamship shafts, the latter mostly of the Rhine steamers.

Cast Steel Springs, 150,000. Of which were delivered to the

Berg-Mark Railway.....	33,000
Cologne-Minden.....	15,000
Nether-Silesia-Mark.....	10,000
Hannover.....	8,000
Prussian Eastern.....	6,000
Nassau.....	4,500
Rhenish.....	8,500
Westphalia.....	3,700
Aix la Chapelle-Dusseldorf.....	3,000
Magdeburg-Leipzig.....	3,500

Cast Steel Tyres, 40,000. Delivered to—

A. Borsig Locomotive Works Berlin.....	3,700
Prussian Eastern Railway.....	3,000
Austrian State.....	2,000
Hannover.....	2,000
Grande Societe Russian.....	1,700
Berg-Mark.....	1,000
Nether-Silesia-Mark.....	1,000
Cologne-Minden.....	800
Rhenish.....	500
Swiss Central.....	500
Prussian Saarbrücken.....	800
Berlin-Stettin.....	500
Sundry French Railways.....	700

Cast Steel Wheels (production for 7 years), 20,000. Delivered to—
Hannover State Railways..... 3,000
and 1,400 to deliver.

Cologne-Minden.....	2,500
Nether-Silesia-Mark.....	3,000
and 500 to deliver.	
Prussian Eastern.....	800
and 570 to deliver.	
Berg-Mark.....	550
Berlin, Potsdam-Magdeburg.....	550
Grand Societe Russian Railways.....	500

The Eastern Prussian Railway also received 200 cast steel locomotive driving wheels.

Bells. The Bochum Company manufacture steel church bells, from 14 inch to 10 feet in di-

anometer, weighing from 60 pounds to 15 tons each. Its catalogue mentions 397 churches all over Europe, to which in all 844 steel bells have been delivered. The company has also made about 1,600 smaller bells and gongs for railways, schools, and industrial establishments.

Cannon. The first Bochum steel gun—a 3 lb. muzzle loader, French system—was made by Mr Jacob Mayer, in 1847, and a few cast steel guns were delivered since 1859 to the governments of Italy, Wurtemberg, Prussia, and Great Britain. However, this specialty, which for a term of years was nearly monopolized by Krupp in Essen, has only been developed at Bochum in later years.

From the last printed report of the stockholders' meeting, held September 1st, 1871, we see that the Bochum Company has made remarkable progress since the above details were published. At present 3,000 workmen are employed in the cast steel works, and 400 men in the coal mines. In spite of the adverse influences during and consequent to the late war, the value of the cast steel production of the fiscal year is estimated to reach the sum of three and a half to four million thalers.

The wheel factory now turns out 60 cast steel wheels per day. Of cast steel cannon, 150 breech-loaders, ordered by the Turkish government, are now in process of construction. A cast steel marine gun 8 inch bore (21 centimetres) has just been experimented upon by the Prussian Ordnance Commission, and, with a test of five hundred rounds, has given very satisfactory results. The United States Ordnance Department have also recently completed tests with a Bochum cast steel block, 2 feet in diameter (under supervision of the late Gen. Rodman at Rock Island arsenal), which are very creditable to the Bochum steel for its tensile strength and elasticity, the most desirable qualities for heavy ordnance.

At the last meeting, the company declared a dividend of ten per cent. on the stock, and an issue of half a million thalers additional stock at a premium of thirty per cent. was resolved upon.—*Am. Railway Times.*

The Viaduct Railway and Mr. William Butler Duncan.

To the Editor of the New York Times:

DEAR SIR: I have thus far resisted your efforts during the past Summer to provoke from me a reply to your insinuations regarding the Viaduct Railway Company, especially connecting my name therein with the names which have lately become so disgracefully prominent; and nothing would now tempt me to address you, except that if I do not at once pronounce the statements in your issue of this date to be incorrect, the public might have a right to regard silence as giving consent thereto.

I have been for years interested in and occupied with the several schemes for providing rapid transit from one end of this island to the other—in which, however, I have had no personal interest to serve beyond that which I regard as the duty of every one interested in the future of this city, to which I have been willing to devote a good deal of time. I have never thought it possible to accomplish the fulfillment of any of these projects except with the hearty consent and good will of the city authorities, and therefore, when the viaduct charter was submitted to me, after its passage by the Legislature (having never seen it before), I saw in it the elements of success.

I have believed, whatever principle may have governed some of the directors in their other operations, that in this they intended to unitedly work for the accomplishment of this project in its integrity and with all possible economy, and that the direction controlling this organization contained a majority of those who would effectually prevent any other course being pursued.

Immediately after the formation of the board the statements of the public press, calling attention to specific acts of certain members of the same, rendered it clear that until these charges were disposed of no progress could be made. Shortly thereafter I left for Europe, and only returned in the latter part of September.

The meeting of yesterday was called somewhat at my instigation, not as you incorrectly state, for the purpose of preaching a "funeral sermon," nor for congratulations that the concern "had realized the fondest hopes" of its projectors, but for reorganization of the company and the completion of the work; the latter depending, first and foremost, upon the former. Your statement of the remarks made by me is incorrect in every particular. The resolutions offered by me and passed unanimously, all looked to the securing of a reorganization which would command public confidence, which I suppose to be the object of your comments, unless, indeed that object be to destroy the possible chance of availing of this valuable charter for the construction of a rapid transit through this city.

Respectfully yours,

W. BUTLER DUNCAN,

New York, Thursday, Nov. 16, 1871.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	\$227,528 27	\$222,356 00
" freight	312,008 72	376,942 06
" express	21,545 49	20,750 98
" mail	18,600 00	18,600 00
	\$579,682 48	\$638,649 04
Expenses, viz:		
Conducting transp.	\$181,344 83	\$197,226 31
Motive power	108,670 56	116,485 03
Maintenance of way ...	158,169 72	145,718 76
Maintenance of cars. ...	44,346 41	34,863 72
	\$492,531 52	\$494,293 82
Leaving net income ...	\$87,150 96	\$144,355 22

It will be seen that the gross earnings for the year ending April 30, 1871, were \$638,649 04, and the expenses of working the road and keeping up the outfit were \$494,293 82, leaving net income \$144,355 22, which has provided for interest on all of the debts of the company, and for interest on money borrowed on the hypothecation of bonds—the whole of which amounted to \$144,064 86—leaving a surplus of net income over and above its expenses and interest of \$290 56, which has been passed to the credit of earnings due preferred stock. The president in his report says:

The earnings of the road for the year are encouraging, notwithstanding the heavy loss sustained by the prevalence of yellow fever in Mobile, which cannot be estimated at much less than \$50,000. They show an increase over the previous year of \$58,986 56, and would no doubt have shown an increase of not less than \$100,000, but for the loss of business referred to.

The result of the operations of the road for the past year will, it is hoped, quiet the apprehension which has existed to some extent with the public, that the road could not earn enough to pay the interest on its debt.

With only the same gross income, when the road is operated to the city of Mobile, the net income will fully provide for interest on the \$2,500,000 of first mortgage bonds endorsed by the State of Alabama.

The net earnings of the road have been \$144,355 22
And as the expenses of the boat service and Tensas Station will be saved as soon as the road is opened to the city, and which is reported by the superintendent to be 87,000 00

A net income of \$231,355 22
will be realized from the same gross income of \$638,649 04, providing fully for the interest on the debt of the company and leaving a surplus, With the extension opened for use by the first of

January, 1872, and our boat service abandoned, if an average crop of cotton is made on the line of the road, and no epidemic prevails in the Gulf ports to interfere with trade and travel, the board will be very much disappointed if they are not enabled to report a gross income for the next fiscal year of at least \$800,000, and a net income, over and above all expenses and interest, large enough to declare a dividend on the preferred stock of the company.

The road and outfit are in very much better condition than at any previous time. Both the Alabama and Florida and Mobile and Great Northern Roads were built without the means to make them first class in track and equipment, but they struggled on under great embarrassment, disappointing the public, and causing anxiety and mortification to all connected with them. Since the consolidation they have steadily improved. Within the past two years about 25 miles of the worst track has been relaid with heavy fish bar rail, and the outfit of cars and engines increased to such an extent as to do promptly the work required. Although much has been done, a great deal more is yet to do, to make the road first class in track and equipment. To compete, with any chance of success, with the several lines of road which are to contend with yours for trade and travel to and from the Gulf ports, the entire track of the road must be brought up to such a condition as will enable your passenger trains to run safely and regularly a schedule of not less than twenty miles an hour—and the outfit of cars must be equal to those in use on other great passenger lines. Passenger and freight depot buildings will have to be erected in Mobile and Montgomery, so as to afford every facility for the care and movement of freights and the comfort of passengers. To do all of which will require heavy expenditures; but the history of all railroad companies, contending for position and business, will show that the only way to success is to meet at once the demand for speed and comfort on passenger trains, and the prompt movement and delivery of freights.

The work of extending the road from Tensas to the city of Mobile is progressing very satisfactorily. The report of your Chief Engineer, G. Jordan, Esq., who is superintending it with great energy and success, which is herewith submitted, will give you all the details of the work and its progress; and unless delayed by some cause not now apprehended, we will no doubt run our trains through to Mobile by the first of January. The opinion expressed when the consolidation of the roads was first proposed has been daily strengthened, that the line would be a failure without the extension to Mobile, and the board feel satisfied that the value of this important work, although it will have cost so large a sum—not less than one million of dollars—will, when you again meet in annual convention, be satisfactorily demonstrated by increased receipts and reduced expenses. Up to the present time, about \$500,000 has been expended. After very full consideration and a careful examination of almost every location deemed suitable for our depots in Mobile, purchases were made of property at the North end of Commerce street, giving to the company very extensive wharf privileges, and securing a close connection with other railroads terminating in that city.

The financial condition of the company on the 30th of April, the close of the fiscal year, up to which time the books of the company are balanced, will be shown by the condensed statement, herewith submitted.

The company held on that day \$1,494,000 of the first mortgage bonds endorsed by the State, on which had been borrowed about \$900,000. In consequence of the failure of the Alabama and Chattanooga Railroad Company to pay the interest on their bonds endorsed by the State, which became due on the first of January, it was found impossible to dispose of our bonds. Our agents, Messrs. Sontter & Co., continued to advance as we required money, and thereby saved the company from great loss. If they had refused to advance as our necessities required it, our bonds must

have been thrown on the market and sacrificed—or we must have suspended work on the extension—either of which would have been disastrous to the Company. After the payment of interest by the State on the Alabama and Chattanooga Railroad Bonds, the value of all the Alabama Railroad Bonds endorsed by the State began to improve, and I sold, early in May, \$200,000 of our bonds at 90 cents, and near the close of the month our agents closed the sale of the remainder in Europe upon very satisfactory terms.

Upon reference to the last Annual Report you will find that there was outstanding on the 30th April, 1870, debts in the name of the Alabama and Florida Railroad Company amounting to \$126,800 and in the name of the Mobile and G. R.

R. Co. 27,000

Making a total of \$153,800

All the obligations of the Mobile and Great Northern Railroad Company have been taken up and cancelled. And there are now outstanding the following described bonds of the Alabama and Florida Railroad Company:

First mortgage \$2,500
Second mortgage 23,500
Bonds not secured 36,700

Making a total of \$62,700

Every effort has been made to find out who are the holders of them, but so far without success.

It is made the duty of the president and directors to reserve from sale an amount of the first mortgage bonds endorsed by the State equal in amount to bonds previously issued, and which were a lien on the road.

The bonds now outstanding, which are a prior lien on the road and outfit to the bonds endorsed by the State, are as follows:

The Mobile and Montgomery R. R. Co. issued first mortgage bonds amounting to \$1,250,000
The company has taken up and cancelled 1,209,000

Leaving yet outstanding \$41,000

There are outstanding—
First and second mortgage bonds of Ala. and Fla. R. R. Co., as before described, amounting to 26,000

Making a total of \$67,000

The company have left in the hands of their agents in New York on special deposit, only to be used in exchange for the first mortgage bonds above described, \$41,000 of the bonds endorsed by the State; and the president is made the custodian of \$26,000, the proceeds of which, or the bonds, are to be held and applied only to the settlement of the bonds of the Ala. and Fla. R. R. Co. It is hoped that by the close of the present fiscal year of the company all of these bonds will be taken up.

Within the year the land agent of the company has sold 4,081 acres for the sum of \$5,658 23, which has been accounted for to the Treasurer. The titles for lands sold by the agent are prepared by the Treasurer, numbered and registered before they leave his office. The company yet holds of the land granted by Congress 319,528 acres, located as follows: In Lowndes county, 3,291 acres; in Butler county, 59,792 acres; in Conecuh county, 118,713 acres; in Monroe county 2,133 acres; in Covington county, 4,524 acres; and in Escambia county, 181,075 acres.

The company have 80 locomotives, 6 first-class and 5 second class passenger cars, 4 baggage and mail, 3 express, 12 freight, 178 box, 77 platform, 2 ditching, 4 wood, 7 shanty, 2 pole and 3 crank cars. Miles run by passenger trains, 118,478, by freight trains, 162,163, by other trains, 70,798—total, 351,439.

The financial condition of the company April 30, 1871, was as follows:

LIABILITIES.

Capital stock Mobile and M. R. R. \$1,148,300 00
In name of Ala. and Fla. R. R. not exchanged 86,500 00
In name of Mobile and G. N. R. R. not exchanged 27,800 00

\$1,262,600 00

Preferred 8 per cent. stock 1,771,700 00

Bonded Debt of Company:

First mort. bonds Ala. and Fla. R. R. Co. \$2,500 00
Second mort. bonds Ala. and Fla. R. R. Co. 23,500 00
First mort. bonds M. and M. R. R. Co. 41,000 00

67,000 00

First mort. bonds endorsed by State of Alabama 2,500,000 00

Bonds not secured by Mortgage:

Bonds endorsed by directors \$3,500 00
Income bonds 28,200 00

36,700 00

Floating debt:

Due on open accounts and on hypothecation \$987,312 25
Bills payable 127,467 00
Due preferred stock 2,182 04

1,066,961 29

Total \$6,704,961 29

ASSETS.

Cost of 164 miles of railroad from Montgomery, Ala., to Tensas, Ala. \$3,866,008 47
Car Acc't—For value of 344 freight and passenger cars 261,995 00

Locomotive Acc't—For value 31 Locomotives 335,000 00

Steamboats, Sumter and St. Elmo. 50,000 00

Depot buildings, station and section houses 135,739 60

Machine shop tools and machinery. 41,886 00

Car factory tools and machinery ... 9,985 50

Car factory material on hand 17,196 60

Road way material on hand 33,400 07

Road tools and train equipments .. 6,495 50

Machine shop material on hand ... 5,223 07

Mobile extension—For amount expended to date 826,280 09

First mortgage bonds endorsed by the State of Alabama on hand \$1,494,000 00

Due on open accounts 102,009 76

Cash on hand 19,741 63

1,615,751 39

Total \$6,704,961 29

President.—CHARLES T. POLLARD.

Chief Eng. & Gen'l Supt.—G. JORDAN.

Auditor.—JOHN S. POLLARD.

A meeting was held at Portland, Oregon, on the 11th inst., at which a memorial to Congress was adopted, asking for the usual grant of land to be made to the Portland, Dalles and Salt Lake Railroad, already incorporated. The line of the proposed road lies east from Portland along the south side of Columbia river 145 miles; thence to Monument Point, on the Central Pacific Road, 588 miles; thence to Fort Granger, on the Union Pacific Road, 680 miles—making the distance from Portland to Omaha 1,700 miles.

The Michigan Central Railroad Company has voted to issue one share of new stock at par for every six shares of stock held by stockholders of record at the close of business on the 18th inst. The new stock will not be entitled to the next dividend.

Railway Iron.

The railway iron exported from the United Kingdom during the month of September last amounted to 93,529 tons, against 103,986 tons in September 1870, and 76,987 tons in September 1869. The decrease in the exports of September would have been still greater than shown in the above figures had not the American demand been so extensive. The clearances effected to the United States in September amounted to no less than 54,373 tons, as compared with 33,794 tons in September 1870, and 14,941 tons in September 1869. To Russia the exports showed a falling off in September to 3,764 tons, against 30,109 tons in September 1870, and 37,622 tons in September 1869. In the nine months ending September 30 this year the aggregate exports of railway iron from the United Kingdom were 756,370 tons, as compared with 862,218 tons in the corresponding period of 1870, and 697,175 tons in the corresponding period of 1869. In these totals the United States figured for 889,535 tons, against 813,410 tons in the corresponding period of 1870, and 244,086 tons in the corresponding period of 1869; Russia for 69,398 tons against 193,809 tons and 196,871 tons; and British America for 56,709 tons against 29,912 tons and 23,669 tons. The exports have increased this year to Sweden, France, Egypt, Brazil, Peru, British America, and Australia; but they have decreased to Russia, Germany, Holland, Spain, Austria, the Spanish West Indies, Chili, and British India. The value of the railway iron exported in September was 771,482*l.*, against 877,348*l.* in September 1870, and 637,296*l.* in September 1869; and in the nine months ending September 30 this year 6,111,781*l.*, against 7,057,730*l.* in the corresponding period of 1870, and 5,578,447*l.* in the first nine months of 1869.—*London Railway Times.*

Articles of incorporation of the Denver and Salt Lake Railroad were filed for record at Denver, Col., on the 11th inst. The proposed route is along the South Platte to Middle Park, thence by the most feasible route to Salt Lake. The route will be of the same gauge as the Denver and Rio Grande and Leavenworth and Denver Railroads, and will pass through the best timbered region of the Rocky Mountains. It is believed the route will shorten the distance between Denver and Salt Lake 200 miles. The incorporators are W. S. Jackson, C. B. Lamborn, and A. C. Hunt.

A petition to the common council of Richmond, Va., has been signed by a large number of leading business firms, manufacturing interests and taxpayers, requesting that \$200,000 in 6 per cent. city bonds be presented to the Chesapeake and Ohio Railroad Company, conditioned upon its tunneling Church Hill, and running its main line thereby through the city, and agreeing "never to discriminate against Richmond" in the transportation of freight or passengers.

The earnings of the Port Huron and Lake Michigan Railroad for the year ending October 31, 1871, were \$140,407 83; and the operating expenses, \$56,244 70—leaving the net earnings for the fiscal year \$84,244 70. About 88 miles of road were operated to the 1st of June last; since then 47 miles have been operated. It is probable that track laying will be completed to Flint, 66 miles from Port Huron, the present week. The earnings for the month of October were \$19,586 83.

The directors of the Lamoille Valley (Vt.) Railroad expect to have the road completed to South Hardwick on the 20th inst., and will soon have the cars running to that point, which is about twenty-six miles from St. Johnsbury.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna*100	\$3,355,000	J. & J.	Jul '71 3	Hartford and New Haven100	4,798,925	J. A. J. & O.	Oct. '71 3	Portl., Saco & Portem'th.100	\$1,500,000	J. & D.	Jun. '71 5
American Central100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Atlanta and West Point100	1,232,200	J. & J.	July '70 4	Do. do pref.100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina100	5,845,225	-----	-----	Hanover Branch, Pa.60	116,850	M. & N.	May '71 5	Raleigh and Gaston100	-----	-----	-----
Atlantic & Gt. Western60	25,879,923	-----	-----	Housatonic60	820,000	-----	-----	Rensselaer and Saratoga100	6,000,000	A. & O.	Apr. '71 3
Atlantic & St. Lawrence*100	1,919,000	-----	-----	Huntingdon & B'd Top60	1,180,000	J. & J.	July '71 4	Richmond and Danville100	4,000,000	-----	-----
Augusta and Savannah100	2,494,900	M. & S.	Sept. '71 2	Illinois Central100	615,950	J. & J.	Jun. '68 3	Richmond and Petersburg100	847,100	-----	-----
Baltimore and Ohio100	13,151,962	A. & O.	Jan. '70 3	Indianapolis, Cin. & Lafay.50	212,350	J. & J.	Aug. '71 5	Rockport100	1,041,800	-----	-----
Do. Washington Br.100	1,360,000	A. & O.	Apr. '71 5	Jefferson, Mad. & Ind.100	6,185,897	M. & S.	Sept. '67 4	Rome, Watert. and Og'n.b.100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger100	670,000	J. & J.	July '71 4	Joliet and Chicago*100	2,000,000	J. & J.	Jan. '68 5	Rutland preferred100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana*100	1,500,000	J. A. J. & O.	July '71 1	St. L. Alt. and T. Haute100	2,300,000	-----	-----
Belvidere Delaware100	996,800	-----	-----	Lake Shore & Mich. So.100	300,000	F. & A.	Aug. '71 4	St. L., Jack'n.v. and Chic'o.100	2,040,000	Annual.	May '68 7
Berkshire100	600,000	J. A. J. & O.	July '71 1	Leeds and Farmington*60	36,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati100	2,478,750	-----	-----
Blossburg & Corning*60	250,000	J. & D.	Jul. '71 2	Lehigh and Mahanoy60	533,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati100	2,089,000	-----	-----
Boston and Albany100	19,150,800	M. & N.	Nov. '71 5	Lehigh and Susquehanna60	1,335,000	-----	-----	Sand. Mansf. and Newark100	445,596	M. & N.	May '71 3
Boston and Chelsea100	110,000	A. & O.	Oct. '71 4	Lehigh Valley60	2,158,555	J. & J.	July '71 3	Savannah and Charleston100	905,222	-----	-----
Boston, Concord & Mont.100	469,000	M. & N.	Nov. '71 3	Lehigh Luzerne60	8,739,800	M. & N.	May '67 5	Schuylkill and Susquehanna60	1,000,000	-----	-----
Do. do pref.100	1,340,400	J. & J.	July '71 4	Little Miami*60	17,716,400	J. A. J. & O.	Oct. '71 2	Second and Third St. (Ph.)60	203,757	J. & J.	July '71 5
Boston and Lowell100	2,215,000	M. & N.	Nov. '71 3	Little Schuylkill*60	344,660	J. & J.	Jan. '69 4	Schuylkill Valley*60	576,050	J. & J.	July '71 2
Boston and Maine100	4,471,275	M. & N.	Nov. '71 3	Lomb. and South St. (Ph.)25	3,572,400	M. J. S. D.	Sept. '71 2	Seaboard and Roanoke100	868,200	M. & N.	Nov. '70 4
Boston and Providence100	3,700,000	J. A. J. & O.	Oct. '71 2	Long Island100	2,046,100	J. & J.	July '71 3	Second Avenue (N. Y.)100	670,000	-----	-----
Broadway (South Boston)60	400,000	J. & D.	June '70 3	Louisv. Cin. and Lex.50	90,000	-----	-----	17th and 19th streets (Ph.)50	130,000	-----	-----
Broadway & 7th Av. (N. Y.)100	2,100,000	F. M. A. N.	Nov. '71 3	Louisville and Nashville100	8,000,000	M. & S.	Sept. '71 3	Shamokin V. and Pottsv.*60	869,450	F. & A.	Aug. '71 8
Brooklyn City100	1,000,000	-----	-----	Louisville and Nashville100	1,623,482	J. & J.	Jul. '69 3	Shore Line100	626,200	J. & J.	Jul. '71 3
Brooklyn City & New'tn.100	399,800	-----	-----	Louisville and Nashville100	848,700	J. & J.	Jul. '71 4	Sixth Avenue (N. Y.)100	750,000	-----	-----
Buffalo, Bradford & Pitts.100	1,100,000	M. & N.	May '71 3	Louisville and Nashville100	8,680,912	F. & A.	Feb. '71 4	Somerville100	75,000	M. & N.	Nov. '71 3
Buff. New York & Erie*100	960,000	F. & A.	Aug. '70 4	Lowell and Lawrence100	2,800,000	-----	-----	South Carolina100	5,819,275	-----	-----
Burlington and Erie100	5,000,000	M. & N.	Mar. '71 10	Lowell and Lawrence100	200,000	A. & O.	Oct. '71 3	South Shore100	259,685	-----	-----
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell Horse100	55,830	J. & J.	Jan. '70 3	South Western, Georgia*100	3,939,900	F. & A.	Aug. '71 4
Camden and Amboy100	777,800	A. & O.	Oct. '71 4	Macon and Western100	2,500,000	J. & J.	July '71 5	Staten Island100	660,000	J. & J.	Jul. '67 4
Camden and Atlantic100	5,847,800	F. & A.	Aug. '71 3	Mahanoy & B'd Mount'n*60	1,076,915	-----	-----	Stony Brook100	267,300	M. & N.	Nov. '70 3
Camden & Burlington Co.100	377,000	-----	-----	Maine Central100	3,400,500	-----	-----	Stockbridge & Pittsfield*100	448,700	-----	-----
Camden & Burlington Co.100	377,000	-----	-----	Manchester & Lawrence100	1,000,000	M. & N.	Nov. '71 5	Summit Branch100	250,000	F. & A.	Aug. '71 3
Cape Cod100	915,577	J. & J.	Jul. '71 2	Marletta & Cincinnati100	2,029,778	-----	-----	Syr., Bingham. and N. Y.100	1,314,130	J. & D.	July '71 4
Cape May and Millville*50	447,000	J. & D.	June '71 3	Massachusetts100	10,420,903	M. & S.	Sept. '66 3	Taunton Branch100	400,000	-----	-----
Catawissa100	1,159,500	M. & N.	Nov. '71 3	Memphis and Charleston100	4,460,368	M. & S.	Sept. '66 3	Tennessee and Alabama100	595,922	J. & J.	July '71 6
Catawissa pref.100	2,200,000	M. & N.	Nov. '71 3	Memphis and Ohio100	570,000	F. & A.	Dec. '70 2	Terre Haute and Indiana50	1,988,150	J. & J.	July '71 6
Cayuga & Susquehanna*60	589,110	M. & N.	Nov. '71 3	Metropolitan (Boston)100	1,250,000	J. & J.	July '71 5	Third Avenue (N. Y.)100	1,750,000	J. & J.	May '70 2
Cedar Rapids & Mo. pref.100	755,000	M. & N.	Nov. '71 3	Michigan Central100	18,225,848	J. & J.	July '71 5	Thirteenth and Fif. (Ph.)60	2,700,000	-----	-----
Central of Georgia100	4,688,900	J. & J.	July '70 5	Middleboro' and Taunton100	149,029	J. & D.	Dec. '70 2	Tol., Peoria and Warsaw100	1,700,000	-----	-----
Central of New Jersey100	15,000,000	J. A. J. & O.	Oct. '71 2	Middlesex (Boston)100	400,000	A. & O.	Oct. '71 3	Tol., Peoria and Warsaw100	1,700,000	-----	-----
Central Ohio100	2,425,000	J. & D.	June '71 3	Mill Creek and Minehill*60	323,375	J. & J.	Feb. '70 5	Tol., Wabash and West.100	14,700,000	M. & N.	May '70 3
Do. pref.100	400,000	J. & D.	Jun. '71 2	Millville and Glassboro*100	406,020	F. & A.	Feb. '70 5	Troy and Boston100	607,111	J. & D.	Jun. '71 3
Gen. Park, N. & E. River100	970,000	J. & J.	Jul. '71 2	Millw. & Paul. pref.100	11,422,664	-----	-----	Troy and Greenbush*100	274,400	M. & N.	Nov. '70 4
Ohemung100	380,000	J. & J.	Jan. '70 3	M. Hill & Schuylk. Haven60	3,856,450	J. & J.	July '71 3	Union Transport'n (Boa.)100	200,000	-----	-----
Oheshire, preferred100	2,085,925	M. & S.	Sept. '71 5	Mobile and Ohio100	4,299,820	J. & J.	July '71 3	Union (Phila.)100	291,475	J. & J.	July '71 1
Chicago and Alton100	8,925,500	M. & S.	Sept. '71 5	Montgomery & W. Point100	1,341,014	J. & D.	Dec. '67 4	Utica and Black River100	1,666,000	J. & J.	July '70 3
Chicago, Burl. & Quincy100	16,590,210	M. & S.	Sept. '71 5	Morris and Essex*60	1,900,950	M. & N.	Nov. '71 5	Vermont and Canada*100	2,500,000	J. & D.	Dec. '71 4
Chicago, Iowa & Nebraska*100	1,000,000	J. & J.	July '71 5	Mt. Carbon & P. Carbon*60	282,350	J. & J.	Nov. '71 4	Vermont Central100	6,000,000	-----	-----
Chicago and Milwaukee*100	2,227,000	J. & D.	June '71 5	Nashua and Lowell100	720,000	M. & N.	Nov. '71 5	Vermont and Massachusetts100	2,560,000	J. & J.	July '71 2
Chicago & N. Western100	14,675,629	J. & D.	June '71 5	Nashville & Chattanooga100	2,066,544	F. & A.	Dec. '70 5	Vicksburg and Meridian100	357,405	-----	-----
Do. pref.100	20,370,293	A. & O.	Oct. '71 4	New Bedford & Taunton100	1,818,000	M. & N.	Nov. '71 4	Virginia Central100	2,353,679	-----	-----
Chicago, R. I. & Pacific100	17,000,000	A. & O.	Oct. '71 4	New Haven & N. London100	738,588	-----	-----	Virginia and Tennessee100	3,506,300	-----	-----
Cin. Ham. & Dayton100	3,500,000	A. & O.	Oct. '71 4	New Haven & Northampton100	1,800,000	J. & J.	Jan. '68 5	Western Union100	2,707,693	-----	-----
Cincinnati City Passenger100	-----	J. & J.	Jan. '68 5	New Jersey100	7,297,200	F. & A.	Aug. '71 3	West Jersey100	1,209,000	F. & A.	Aug. '71 4
Do. Street100	428,646	M. & N.	Nov. '71 3	New London Northern100	1,003,500	J. & J.	Oct. '71 4	West Philadelphia100	249,100	J. & J.	July '71 5
Cin. Sand. & Clev. pref.100	192,750	F. & A.	Aug. '71 3	N. Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '71 4	Wilm. and Weldon100	1,463,776	-----	-----
Citizens' Passenger (Phila.)60	11,620,000	M. & N.	Nov. '71 3	Certificates100	44,428,330	A. & O.	Oct. '71 4	Winchester and Potomac100	1,547,650	J. & J.	Jan. '71 3
Clev. Col. Cin. & Ind.100	2,056,750	M. & N.	Nov. '71 3	New York and Harlem100	8,500,000	J. & J.	July '71 4	Warren100	1,400,555	J. & J.	July '71 5
Cleveland & Mahoning*60	7,494,588	F. M. A. N.	Nov. '71 3	New York & New Haven100	1,500,000	J. & J.	July '71 4	Worcester and Nashua75	1,400,555	-----	-----
Cleveland and Pittsburg*60	6,000,000	F. & A.	Aug. '71 4	N. Y. Provid. & Boston100	9,000,000	J. & J.	July '71 4	CANALS.			
Cleveland and Toledo*60	1,788,500	M. J. S. D.	Sept. '71 2	Ning. Bridge & Cananda*100	2,000,000	J. & J.	July '71 3	Chesapeake and Delaware50	1,983,563	J. & D.	June '71 8
Columbus and Xenia*60	1,500,000	M. & N.	Nov. '71 5	Norfolk & Petersburg guar.100	1,000,000	J. & J.	Jan. '71 3	Chesapeake and Ohio25	8,228,596	F. & A.	Aug. '71 4
Concord100	350,000	J. & J.	July '71 3	North Carolina100	137,500	A. & J.	Jan. '71 3	Delaware Division100	1,633,350	F. & A.	Aug. '71 5
Concord & Ports, guar.100	600,000	F. & A.	Aug. '71 3	Northern Central100	4,000,000	M. & N.	Nov. '71 3	Delaware and Hudson100	15,000,000	F. & A.	Aug. '71 5
Coney Island & Brooklyn100	2,084,200	J. & J.	Jan. '72 5	North Eastern (R. C.) pref.100	5,000,000	M. & N.	May '67 4	Delaware and Raritan100	5,847,677	F. & A.	Aug. '71 3
Connecticut River100	1,700,000	A. & O.	Apr. '71 4	Northern of N. Humph.100	155,000	J. & D.	Dec. '71 5	Erie of Pennsylvania100	64,000	-----	-----
Cumberland Valley100	1,816,900	A. & O.	Apr. '71 4	North Pennsylvania100	3,068,400	J. & D.	Dec. '71 5	Lehigh Coal and Navigat.60	8,739,800	M. & N.	May '67 3
Danbury and Newark100	400,000	quarterly	Dec. '70 3	Norwich & Worcester100	3,150,150	J. & J.	Feb. '71 5	Monongahela Navigation50	728,100	J. & J.	July '70 3
Dayton and Michigan*100	2,400,000	J. & J.	Jan. '71 3	Ogdensb. & L. Champ'n100	2,364,400	J. & J.	Aug. '71 5	Morris (consolidated)100	1,025,000	F. & A.	Sept. '71 1
Delaware100	1,107,291	J. & J.	Jan. '71 3	Ohio and Mississippi100	3,051,800	A. & O.	Oct. '71 4	" (preferred)100	1,176,000	F. & A.	Sept. '71 3
Del. Lackaw. & Western60	16,277,500	J. & J.	Dec. '70 6	Oil Creek & Allegheny R.60	2,000,000	-----	-----	Pennsylvania100	4,300,000	-----	-----
Des Moines Valley100	1,820,200	-----	-----	Old Colony & Newport100	19,995,847	J. & D.	Jun. '71 3	Schuyl. Navigation (cons.)50	1,908,207	F. & A.	Feb. '67 6
Detroit & Milwaukee100	452,350	-----	-----	Orange and Newark100	4,024,474	J. A. J. & O.	Oct. '71 2	Susq. and Tide Water50	2,838,977	F. & A.	Feb. '67 6
Do. pref.100	2,095,000	-----	-----	Oswego and Syracuse100	4,259,450	J. & J.	July '71 3	Union100	2,907,850	-----	-----
D. Dock, E. B'dw. & Bat.100	1,200,000	F. M. A. N.	May '70 2	Pacific of Missouri100	4,959,020	J. & J.	July '71 3	W. Branch and Susq.50	1,100,000	J. & J.	Jan. '65
Dubuque and Sioux City100	5,000,000	J. & J.	July '71 2	Panama100	289,550	F. & A.	Feb. '71 4	Wyoming Valley50	800,000	irregular	Oct. '67 4
Do. do pref.100	-----	-----	-----	Paterson and Ramapo100	482,400	-----	-----	MISCELLANEOUS.			
East Mahanoy100	392,550	J. & J.	July '71 3	Paterson and Hudson River100	3,711,196	J. A. J. & O.	Jan. '71 3	Pacific Mail Steamship p.100	20,000,000	M. J. S. & D.	Sept. '69 3
Eastern (Mass.)100	4,062,600	J. & J.	July '71 4	Pennsylvania100	7,000,000	J. & J.	Jan. '71 4	West'n Union Telegraph100	35,000,000	J. & J.	Jan. '70 2
Eastern (N. H.)100	492,500	M. & N.	May '71 2	Peoria & Bureau Valley*100	248,000	J. & J.	Dec. '71 6	American Coal100	1,500,000	M. & S.	Sept. '71 3
East Pennsylvania100	1,309,200	F. & A.	Aug. '71 3	Peoria and Hannibal100	1,200,000	F. & A.	Aug. '71 4	Ashburton100	2,500,000	J. & D.	Dec. '66 4
East Tenn. Va. and Ga.100	1,969,524	J. & J.	July '71 3	Petersburg100	600,000	J. & J.	Jan. '71 3	Butler Coal100	25,000,000	J. & D.	Dec. '70 2
Eighth Avenue (N. Y.)100	1,000,000	J. & J.	July '71 4	Philadelphia and Erie*100	1,323,200	J. & J.</					

	Amounts outstanding.	Interest.				Market Price.		Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	When Payable.	Rate.				Payable.	When Payable.			
National Securities Nov. 1, 1871.													
Loan of June 14, 1858..... registered	\$6,045,000	5	Jan. & July.	1874	105 1/2		Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890		
.. .. coupon	13,955,000	5	"	1874	110		.. Defense Loan Bonds.....	3,651,398	5	"	1883	104 1/2	
Loan of February 8, 1861..... registered	13,728,000	6	Jan. & July.	1880	110 1/2		.. Southern Relief Bonds.....	100,000	6	"	1873		
.. .. coupon	4,687,000	6	"	1880	117		Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75		
Oregon War Bonds of March 2, 1861..... coupon	945,000	6	Jan. & July.	1881	112		275,000	5	April & Oct.	73-74		
Loan of July 1, and Aug. 3, 1861..... registered	124,928,950	6	Jan. & July.	1881	116 1/2		320,000	5	May & Nov.	72-80	97 1/2	
.. .. coupon	64,392,250	6	"	1881	117		133,000	6	June & Dec.	72-77		
Loan of Feb. 25, 1862 (5-20s)..... registered	78,459,200	6	May & Nov.	1882	111 1/2		.. Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	71-76	108 1/2	
.. (5-20s)..... coupon	379,801,850	6	"	1882	111 1/2	 of 1863.....	600,000	5	"	77-78		
Loan of March 3, 1863..... registered	53,360,150	6	Jan. & July.	1881	116 1/2		.. Coast Defense Loan.....	888,000	5	"	1883		
.. .. coupon	21,639,850	6	"	1881	117		.. Bounty Loan of 1863.....	200,000	5	"	1883		
Loan of March 3, 1864 (5-20s)..... registered	2,492,000	6	May & Nov.	1884	111 1/2	 of 1864.....	4,379,560	5	May & Nov.	1894	99 1/2	
.. (5-20s)..... coupon	41,020,900	6	May & Nov.	1884	111 1/2	 (stg.).....	4,000,744	5	"	1894		
.. (5-20s)..... coupon	41,220,000	6	"	1884	111 1/2		.. War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	101 1/2	
.. (5-20s)..... registered	43,392,000	6	May & Nov.	1885	111 1/2		.. Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871		
.. (5-20s)..... coupon	120,511,500	6	"	1885	112		.. T. & G. R. R. & Hoosac T. stg.....	3,506,580	5	"	88-90	97 1/2	
.. 2d series (5-20s)..... registered	63,599,650	6	Jan. & July.	1885	114		966,500	5	"	91-98	97 1/2	
.. (5-20s)..... coupon	167,020,250	6	"	1885	114 1/2		.. Southern Vermont R. R.....	200,000	5	"	1890		
.. 3d series (5-20s)..... registered	91,224,350	6	Jan. & July.	1887	114		.. Eastern R. R.....	50,000	5	Jan. & July.	1871		
.. (5-20s)..... coupon	236,782,800	6	"	1887	114 1/2		.. Norwich & Worcester.....	400,000	5	"	1877		
.. 4th series (5-20s)..... registered	12,475,000	6	Jan. & July.	1888	114 1/2		.. Bos., Hartf. & Erie (stg.).....	3,599,024	5	"	1900		
.. (5-20s)..... coupon	26,815,450	6	"	1888	114 1/2		Michigan—Renewal Loan Bonds.....	160,000	6	"	1878		
Loan of March 3, 1864, (10-40s)..... registered	137,841,660	5	Mar. & Sept.	1904	109 1/2		.. Two Million Loan Bonds.....	1,621,000	6	"	73-83	100	
.. (10-40s)..... coupon	56,725,700	5	"	1904	109 1/2		.. War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890		
Consols of July 14, '70 & Jan. 20, '71 registered	54,483,150	5	F. M. A. & N.	1881			.. Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879		
.. .. coupon	8,007,150	5	"	1881			.. Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	77-79		
Consols..... registered		4 1/2	F. M. A. & N.	1886			.. Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872		
.. .. coupon		4 1/2	"	1886			.. Railroad Loans Bonds.....	2,275,000	7	"	1883		
Consols..... registered		4	F. M. A. & N.	1901			Mississippi—State Bonds (for banks).....	2,000,000	6	"	41-71		
.. .. coupon		4	"	1901			.. Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883		
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	25,690,000	3				Dem.	.. Interest Bonds of 1868.....	2,727,000	6	"			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal.)							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	93	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,380	8	"	"	1878	....
Albany City Loan, 1866.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7½	Jan. & July.	New York.	1896	93½	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,600,000	6	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	92½
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoogin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1880	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.)							Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	1891	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	95
Atchafalpa, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90½
1st Mortgage tax free.....	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	95½
1st Mortgage tax free, 1870.. gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	1876-84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	1876-83	....	1st Mortgage of 1883.....	480,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	"	1879	81
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1885.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	94½
1st Mortgage (So. Pacific).....	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	1911-16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1896	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1866, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	95½	Central of New Jersey:						
Loan of 1860.....	679,500	6	"	"	1880	95½	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	95½	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	103½
Loan of 1867.....	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg f.d.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	94½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	1905-99	103½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1886	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 196 m.)...	786,000	7	"	"	1896	....
1st Mort. guar. by M. C. C. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C. C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	1870-80	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1909	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " ") ..	186,500	6	"	"	1872	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (" " ") ..	901,000	6	"	"	1884	....
3d Mortgage (Amboy.)	746,000	6	Feb. & Aug.	"	1887	82	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	1876-80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds....	248,000	6	"	"	"	85	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-70.....	152,500	7	"	"	1869-90	85	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamarac:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	2d Mortgage.....	2,400,000	7	Jan. & July.	"	1893	103½
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	26½	2d Mortgage Income						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisville : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes : 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	2d Mortgage.....	118,000	7	Jan. & July.	"	1890	....
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....	.....	7	.....	New York.	18—	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	802,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Concord and Claremont : 1st and 2d Mortgage.....	874,000	6	.....	Boston.	Due.	....
8d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1866.....	455,800	6	June & Dec.	Boston.	1876	92½
Chicago & Milwaukee (C. & N.W.): 1st Mortgage on 45 miles guar.....	897,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	100½
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	93	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern : Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	Connecticut Western : 1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
Interest (F'ded comp.) b'ds (193m.).	755,000	7	May & Nov.	"	1888	95	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	96	Contoocook River : 1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1899	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. (K. St. J. & C. B.) 1st Mortgage.....	600,000	7	Jan. & July.	New York.	1880	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	....	Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	....	2d Mortgage March 1863.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge (.....)	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
1st Mort. (Elgin and State Line). 1st Mortgage (Peninsula).....	135,000	7	March & Sept.	"	1898	....	Cumberland Coal and Iron : 1st Mortgage of March 1866.....	808,600	6	March & Sept.	New York.	1891	....
Consol. skg fund Mort. (800 m.).	2,550,000	7	May & Nov.	"	1915	92½	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	Cumberland Valley : 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mort. (Mil. & Chi. R.R.) 40m.	182,000	7	March & Sept.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
3d Mort. (.....) 40m.	10,500	7	June & Dec.	"	1898	....	Plain bonds.....	81,500	8	Jan. & July.	"	1894	....
1st Mort. (Chi. & Mil. R.W.) 85m	1,185,000	7	Jan. & July.	"	1898	93	Danbury and Norwalk : 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	"	"	1888	....	2d Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Danv. Hazleton & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	Dayton and Michigan : 1st Mortgage sinking fund.....	2,778,000	7	Jan. & July.	New York.	1884	....
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
Chi. & Southwestern (C. R. L. & Pac.) 1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
Chillicothe & Brunswick (N. Mo.): 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Union : 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cincinnati, & Balt. (Mar. & Cin.): 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	185,000	7	June & Dec.	"	1879	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Income Bonds.....	262,445	6	"	"	1879	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1906	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	2d Mortgage.....	433,000	6	"	"	1905	....
Cinc. and Indiana (C. Laf. & Chi.): 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur & E. St. Louis (T. W. & W.): 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cincinnati and Indianapolis Junc : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Guaranteed Bonds.....	100,000	6	"	"	1876	....
Cincinnati, Lafayette and Chi : 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
Cin. and Martinsville (C. & Laf.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware, Lackawann. & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati, Richmond & Chicago : 1st Mortgage.....	660,000	7	Jan. & July.	New York.	1895	....	1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	"	1875	101
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1880	80½	2d Mort. (General).....	1,635,000	7	March & Sept.	"	1881	97
1st Mort. (San. Day. and Cin.) ..	988,000	6	Feb. & Aug.	Boston.	1900	77½	Denver Pacific : 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1898	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
Clev. Col. and Cinc. (C. O. & I.): 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Clev. Col., Cin. & Indianapolis : 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.) ..guar.	1,080,000	8	June & Dec.	New York.	1890	87½
1st Mort. (C. U. and C. R. R.) ..	365,000	7	June & Dec.	"	71-84	....	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Bell. and Ind. R.R.) ..	646,000	7	Jan. & July.	"	70-86	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
2d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	Detroit and Milwaukee : 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
Clev. Mt. Vernon and Delaware : 1st Mortgage for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
Clev. Painesv. & Ash. (L. Shore): 1st Mortgage Sunbury and Erie.	600,000	7	Jan. & July.	New York.	1874	97½	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	Bonds of June 30, 1866, (cond.) ..	1,816,639	6	"	N.Y. & Detroit.	1886	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	Bonds of Sept. 6, 1866.....	800,000	6	March & Sept.	New York.	1886	....
Cleveland and Pittsburg : 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Sterling (Oak. & Ottawa R. R.) ..	150,867	6*	May & Nov.	N.Y. & London.	1873	....
3d Mortgage.....	1,353,000	7	May & Nov.	"	1875	97	Dollar (.....)	61,000	7	"	New York.	1873	....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	85	Detroit, Mon. & Tol. (M.S. & N.L.) 1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1878	....
Consol. skg f'd Mort. \$5,000,000.....	528,000	7	May & Nov.	"	1900	92½	Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	102	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	....
2d Mortgage.....	864,000	7	April & Oct.	"	1886	....	Dixon, Peoria & Han. (C.B. & Q.): 1st Mortgage, traffic guarantee.	800,000	8	Jan. & July.	New York.	1890	96½
1st Mort. (June R. R.) ..	116,000	7	June & Dec.	"	1872	....	Dubuque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
Colebrookdale : 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	Dubuque Southwestern : 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Columbia and Augusta (C.C. & A.): 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	450,000	7	April & Oct.	"	1883	....
Columbia, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	88½	Dunkirk, Warren and Pittsburg : 1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1909	70							
Columbus & Ind. Cen. (C.C. & I.C.): 2d Mortgage.....	821,000	7	Jan. &										

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.).						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	.....
1st Mortgage (construction).....	600,000	7	" "	" "	1894		2d Mortgage, guaranteed.....	600,000	8	April & Oct.	" "	1888	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,548	7	Jan. & July.	New York.	'81-'86	.....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed....	376,768	7	" "	" "	'81-'86	.....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	.....
2d Mortgage.....	35,000	8	" "	" "	1873		Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	.....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888		Hackens'k & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1889.....	129,100	7	May & Nov.	New York.	1889	.....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		Hannibal and Naples:						
Interest bonds (funded coupons)	138,400	7	" "	" "	1876		1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1893	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900		1st Mortgage guaranteed.....	16,000pm	7	Jan. & July.	New York.	1890	.....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	93
Loan of 1862, sterling.....	383,000	6 1/2	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	.....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96 1/2	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	.....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	96 1/2	Three years' notes.....	810,000	8	" "	" "	1873	.....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888		Five years' notes.....	1,024,300	8	" "	" "	1875	.....
Loan of 1869.....	600,000	6	May & Nov.	" "	1889	98	Fifteen years' bonds.....	1,209,500	8	" "	" "	1885	94 1/2
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1878	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	109 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	105
2d Mortgage.....	180,000	6	April & Oct.	" "	1886		Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	.....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	.....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	.....
Income Mortgage.....	570,000	6	May & Nov.	" "	1872		Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "			1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	97 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	.....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	95 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	90	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	.....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	85 1/2	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	.....
5th Mortgage convertible.....	925,500	7	June & Dec.	" "	1888	85	Hastings and Dakota:						
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	" "	1891		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	.....
Sterling Loan (£1,000,000) conv.	4,844,400	6 1/2	March & Sept.	London.	1875		Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	.....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	.....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893		2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	.....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	.....
B'gor L'n. 1st on 65m. & 2d on 45m.	1,000,000	6 1/2	Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:						
1st m. R.R. & L'd. (B to Win. 45 m)	2,000,000	6 1/2	" "	" "	1899		1st Mortgage L.G. skg fund. gold	3,400,000	7 1/2	Jan. & July.	New York.	1891	.....
Evansville and Crawfordsville:							Hudson River (N. Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)....	350,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	.....
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	" "	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104 1/2
1st Mort. (Rockville Extension)...	150,000	7	Feb. & Aug.	" "	1881		3d Mortgage.....	180,000	7	May & Nov.	" "	1875	.....
Consolidated Mortgage.....							Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7 1/2	April & Oct.	New York.	1875	105 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	332,000	6 1/2	" "	" "	1875	.....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	.....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880		Redemption, sterling.....	2,500,000	6 1/2	" "	London.	1890	.....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887		Illinois & South. Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888		Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7 1/2	Jan. & July.	N. Y. & Lond.	1900	.....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv..... gold	5,000,000	7 1/2	April & Oct.	New York.	1900	.....
1st Mortgage.....	300,000	7	" "	New York.	1889		2d Mortgage.....	1,500,000	8	" "	" "	1890	.....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	.....
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	" "	1897	.....
1st Mortgage guaranteed..... gold	1,800,000	7 1/2	Jan. & July.	New York.	1889		1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68 1/2
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	.....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103 1/2	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	.....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100 1/2	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884		1st Mortgage.....	1,500,000	7 1/2	Jan. & July.	New York.	1888	.....
Georgia:							Indianapolis & Madison (J. M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	.....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	.....
Gr. Rapids & Indiana (F. W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	.....
1st Mortgage guar half yr..... gold	4,000,000	7 1/2	Jan. & July.	New York.	1899		Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage half year..... gold	4,000,000	7 1/2	April & Oct.	" "	1899		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	.....
Grand Trunk (Can.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	.....
1st Preference Bonds £2,703,325.	13,516,625	5 1/2	Jan. & July.	London.			Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,324.	8,051,320	4 1/2	" "	" "			1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	.....
3d Preference Bonds £758,510.	3,792,550	4	" "	" "			Iowa Midland (C. & N. W.):						
4th Preference Bonds £5,571,210.	27,85												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.	\$2,107,000	7	April & Oct.	New York.	1906	....	Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	2,000,000	7	"	"	1910	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	297,000	7	May & Nov.	"	1882	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	97 1/2
1st Mortgage (Ind. & Mad.) guar.	345,000	7	April & Oct.	"	1873	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	101
2d Mortgage (Jeffersonville).....	74,000	6	"	"	1882	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	410,000	8	Jan. & July.	New York.	1882	106	Lewey's Island (S. C. & P.):						
1st Mortgage skg fund guar.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Joliet & Northern Ind. (Mich. C.):	1,200,000	7	Jan. & July.	New York.	1888	....	Little Miami & Colum. & Xenia:						
1st Mortgage, guaranteed.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Junction (Cin. & Indianapolis):	200,000	7	June & Dec.	"	1884	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
Junction and Breakwater:	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage (.....)	433,000	6	"	"	1906	....
1st Mort. guar. by Delaware.....	840,000	8	Jan. & July.	New York.	1888	95 1/2	Little Rock and Fort Smith:						
Kalam., Alleg. & Gr. R. (L.S. & M.S.):	640,000	8	May & Nov.	New York.	1889	104 1/2	1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	Little Rock, Pine Bluff & N. O.:						
Kalam. & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	783,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	720,000	10	May & Nov.	New York.	1890	....	Little Schuylkill (P. & Rdg.):						
Kansas City and Santa Fe:	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mortgage (consolid.) 264 m.	500,000	7	Jan. & July.	"	1880	....	Logansport, Crawf. & S'w'n Ind.:						
1st Mort. (C. B. & St. Jo. 52 m.)	150,000	10	"	"	1872	....	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
2d Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	Long Branch and Sea Shore:						
1st Mort. (.....)	539,500	8	June & Dec.	"	1874	91	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mort. (.....)	1,500,000	7	"	"	1893	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kansas Pacific (U. Pac. E. D.):	2,240,000	6*	Feb. & Aug.	New York.	1895	....	General Mortgage of 1869.....	775,000	8	"	"	1899	....
1st Mort. on R.R. 140 m..... gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. on R.R. 254 m..... gold	600,000	7	May & Nov.	"	1896	....	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mort. on Branch 34 m.....	318,000	7	March & Sept.	"	1871-76	....	Louisville, Cin. and Lexington:						
Land Gr. Mort. on 2,000,000 acres	6,500,000	7	May & Nov.	"	1899	....	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
1st M. on R.R. 245 m. & 3,060,000 a	2,000,000	7	Jan. & July.	"	1880	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st M. on lands E. of 380th m. gold	6,303,000	6	"	"	95-97	....	1st Mort. (Lo. & Frankfort Br.)...	82,000	6	Jan. & July.	"	71-80	....
2d Mort. (U.S. Subsidy) on 394 m.	4,275,000	7	(after 5 years.)	"	1916	....	Louisv. Loan (.....)	100,000	6	"	"	1881	....
3d Mort. Income on 428 m.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	....
1st Mortgage.....	123,000	7	March & Sept.	New York.	1872	....	Louisville and Nashville:						
2d Mortgage March 1862.....	844,000	7	June & Dec.	"	1885	....	1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
3d Mortgage June 1865.....	237,000	7	"	"	1885	....	Louisville Loan (Main Stem)....	849,000	6	April & Oct.	"	86-87	....
Keokuk, Iowa City and Minn.:	20,000pm	7	Jan. & July.	New York.	1891	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mortgage.....	5,000pm	7	"	"	1891	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-76	....
2d Mortgage.....	1,000,000	8	April & Oct.	New York.	1879	95	1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	"	1870	....
Keokuk and St. Paul (C.B. & Q.):	900,000	7	Jan. & July.	New York.	1875	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-85	....
1st Mortgage, guar. and tax free.	400,000	7	March & Sept.	Philadelphia.	1885	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	"	1893	....
Lackawanna and Bloomsburg:	500,000	7	April & Oct.	"	1871	....	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1871	....	Lowell & Lawrence (B. & L.):						
2d Mortgage (Extension).....	200,000	7	Jan. & July.	New York.	1871	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Income Mortgage.....	79,335	10	April & Oct.	"	1871	....	Macon and Brunswick:						
La C., Trempeal & Pres. (C. & N.W.):	800,000	7	"	"	1871	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
Lafayette, Bloomington & Miss.:	1,300,000	8	"	"	1871	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,500,000	8	"	"	1871	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
Lafayette, Muncie & Blooming.:	1,500,000	8	"	"	1871	....	Equipment Mortgage.....	150,000	....			
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1875	....	Macon and Western:						
2d Mortgage (Extension).....	200,000	7	April & Oct.	"	1871	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Income Mortgage.....	79,335	10	April & Oct.	"	1871	....	Madison and Portage:						
Lake Erie and Louisville:	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Maine Central:						
Lake Shore & Michigan So.:	500,000	7	Jan. & July.	New York.	1874	....	Loan of 1880-81 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
Sunbury P'ds (CP & ARR 95 1/2 m)	1,000,000	7	April & Oct.	"	1880	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Regis. Bonds (.....)	1,000,000	7	"	"	1882	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
3d Mortgage (.....)	1,000,000	7	"	"	1882	....	Mort. (Ext.) for \$500,000..... gold	112,000	6*	April & Oct.	"	1900	....
David's Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1889	94	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	"	"	1872	....
S. Fund Bonds (L.S. & M.S. 1,013 m)	2,000,000	7	"	"	1879	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Consol. M. reg. (.....)	597,000	7	J. A. J. & O.	"	1900	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89 1/2
Consol. M. coup. (.....)	63,000	7	Jan. & July.	"	1900	....	Marietta and Cincinnati:						
1st Mort. (M.S. & N. In. R.R. 521 m)	5,250,000	7	May & Nov.	"	1885	100 1/2	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
2d Mort. (.....)	2,693,000	7	"	"	1877	96 1/2	1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	15 1/2
1st Mort. (Junc. R.R. 493 m)...	115,000	7	June & Dec.	"	1872	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	8 1/2
S. Fund (Clev. & Tol. R.R. 162 1/2 m)	2,014,000	7	Jan. & July.	"	1885	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	19 1/2
M. of '66 (.....)	864,000	7	April & Oct.	"	1886	....	1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Mort. Bonds (Buff. & E.R.R. 88 m)	23,000	7	June & Dec.	"	1870	....	Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	....
Mort. Bonds (.....)	100,000	7	May & Nov.	"	1873	....	Marietta and Pittsburg:						
Mort. Bonds (.....)	200,000	7	Jan. & July.	"	1882	....	1st Mort. of Aug. 1, 1869..... gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Mort. Bonds (.....)	300,000	7	March & Sept.	"	1356	....	Marquette and Ontonagon:						
Mort. Bonds (.....)	3,000,000	7	April & Oct.	"	1890	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
1st Mort. (D.M. & Tol. R.R. 65 m)	924,000	7	Feb. & Aug.	"	1876	....	Maryland and Delaware:						
1st Mort. (Kal. & W.P. R.R. 37 m)	400,000	7	Jan. & July.	"	1880	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	"	"	1887	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	"	"	1887	....	Memphis and Charleston:						
1st Mort. (Kal. All. & Gr. R. R.R.)	840,000	7	"	"	1888	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (Jamestown & Frank.)	500,000	7	"	"	var	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
2d Mort. (.....)	500,000	7	June & Dec.	"	1894	....	Tenn. Loan.....	1,864,387	6	"	"	1890	....
Lake Superior & Mississippi:	4,500,000	7*	Jan. & July.	New York.	1899	....	Memphis and Little Rock:						
1st M.R.R. lands, acc. S.F. free gold	380,000	7	Feb. & Aug.	Pittsburg.	1895	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Lawrence (P. Ft. W. & Chl.):	5,000,000	10	Jan. & July.	New York.	1899	92	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	....
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and St. Louis:						
Leaven, Lawrence & Galveston:	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. July 1, 1869.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Michigan Air Line (Mich. Cen.):						
Lehigh and Lackawanna:	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	108 1/2
1st Mortgage (tax free).....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Michigan Central:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mölin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	95	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.).....	3,792,000	7	Jan. & July.	"	1897	90	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	8	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	"	....	New H. Middle'n & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	"	....	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	90	2d Mortgage for \$1,500,000.....	2,200,000	6	Jan. & July.	"	1891	....
Income Mortgage.....	234,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,973	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	2,000,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	25,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.).....	1,278,900	6	April & Oct.	"	1863	....	2d Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	12,000pm	7*	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
Land Mort. (257,000 acres).....gold	10,000pm	7*	"	"	1900	....	New London Northern:						
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Mississippi and Tennessee:							1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
1st Mortgage of April 1, 1866.....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'81-'93	....	New O. Baton Rouge & Vicksburg:						
Mississippi River:							1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
Mississippi, Iowa & Nebraska:							N. Orleans, Jackson & Gt. North..						
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st M. R.R. & land (U.P.S. Br.)SF	4,145,000	7*	Jan. & July.	New York.	1899	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. (Tubo & Newho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
Consol. L.G. S. F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile and Texas:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage of Jan. 1, 1899.....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
Missouri Valley (E.L.S. J.C.B.):							New Orleans and Selma:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York and Boston:						
Mobile & Alabama Grand Trunk:							1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	New York Central:						
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	90
Mobile and Girard:							Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for B. & N. Falls R.R.St.	76,000	6	Feb. & Aug.	"	1883	....
2d Mortgage, endorsed by Ala..	300,000	7	"	"	....	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
Plain Bonds.....	35,500	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Mobile and Montgomery:							Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds Convertible till Aug. 1, '89	165,000	7	Feb. & Aug.	"	1876	....
Mobile and Ohio:							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	1st Mort. (Huron Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....sterling	803,700	8	"	"	1882	....	2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	"	1885	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	3d Mort. (" ").....	180,000	7	May & Nov.	"	1875	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	Conv. B'ds (" ").....	8,000	7	"	"	1867	....
Interest bonds sterling.....	755,400	8*	"	"	1883	....	New York and Fort Lee (Erie):						
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Erie):							New York & Flushing (F. & N.S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery and Bufala:							New York and Harlem:						
1st Mortgage of 1856, endorsed..	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wtn)							Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93
1st Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	1876	....	Bonds of 1855, unsecured.....	104,000	7	"	"	1872	....
2d Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	"	1889	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	103	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	1st Mortgage.....	80,000	6	"	"	1878	....
Convertible bonds.....	900,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	Niles and New Lisbon:						
Muscantine (South-Western):							1st Mortgage.....	500,000	7	"	"	1889	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Norfolk County (B. H. & Erie):						
Nashville and Chattanooga:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	2d Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan (Jasper Br.)...	245,000	6	"	"	1900	....	3d Mortgage for \$500,000.....	416,000	8	"	Norfolk.	1893	....
Nashville and Decatur:							North Carolina:						
1st Mort., Tenn. State Loan.....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
2d Mortgage.....	500,000	6	"	"	1870	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Consols for \$2,100,000 at 70c gold	.....	7	"	"	1901	....	North Eastern:						
National (N. Jersey):							1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage for \$7,200,000.....	.....	7	"	"	1901	....	2d Mortgage.....	69,500	7	"	"	1868	....
Naugatuck:							General Mortgage 1st Preference	773,000	7	"	"	1899	....
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1899	....
							Funded Interest.....	117,495	7	"	"	1875	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	86½	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	.....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	.....	1st Mortgage, guaranteed.....	885,000	7	March & Sept.	New York.	1898	93½
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100	1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	300,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,240,000	6	May & Nov.	"	1896	96	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97
Northern Central:							1,500,000	7	"	"	"	1906	....
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	.....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,228,000	6	April & Oct.	"	1900	85½	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	800,000	6	Jan. & July.	"	1877	.....	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	93	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870....	475,000	7	April & Oct.	"	1889	.....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	.....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	.....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	\$0,000pm	7.3	Jan. & July.	New York.	1900	.....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	.....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage ("")	140,000	6	"	"	1885	90½	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	.....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	.....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870	.....	Mortgage Bonds.....	25,500	7	"	"	1866	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	.....	Mortgage Bonds.....	266,500	8	"	"	79-98	....
New bonds of 1870.....	22,000	7	"	"	1890	.....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	.....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	.....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	87½
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	.....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	87½
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock...	4,600	7	Jan. & July.	Boston.	1869	.....	1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
2d Mort. conv. into com. stock...	26,200	7	April & Oct.	"	1861	.....	Philadelphia, Germant. & Noriet:						
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (K. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101½	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	.....	Debenture Loan of 1865.....	1,121,000	6	"	"	1893	83
2d Mortgage (W. Div.) conv.	534,000	7	"	"	1874	80	Debenture Loan of 1870.....	2,626,000	7	"	"	1890	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	.....	Mortgage Loan of 1857, conv.	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,300	7	"	"	1882	.....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	92
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	92½	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Consolidated Mort. (sterling)...	101,860	7	"	London.	1898	.....	Sterling Loan of 1836.....	182,400	6*	Jan. & July.	London.	1880	....
Old Creek and Allegheny River:							Sterling Loan of 1843.....	976,900	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82½	Sterling Loan of 1836.....	288,000	7*	"	"	72-77	....
1st Mortgage.....	590,000	7	April & Oct.	"	1882	.....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	.....	Mortgage, convertible.....	349,900	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	.....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	.....	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102½	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	.....	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	83	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	94½	Pittsburg & Connelleville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	.....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	93
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	.....	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynehb.)	1,155,500	6	Jan. & July.	"	1875	82	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106½
3d Mort.....	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort.....	574,000	8	March & Sept.	Alexandria.	1880	81½	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,648,500	7	Jan. & July.	New York.	1882	83	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	.....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	.....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	101
Oswego and Rome (H. W. & O.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	.....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	.....	2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	.....	2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	97½
Ottawa, Osw. & Fox R.V. (C.B. & Q.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
1st Mort. traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	.....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro and Russellville:							Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	.....	Port Huron & Lake Michigan:						
Pacific Mo.:							1st Mortgage of May 1, 1869.....	1,500,000	7*	May & Nov.	New York.	1899	....
1st Mort. construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1890	.....	Portland and Kennebec:						
Real Estate Bonds.....gold	7,000,000	10	Jan. & July.	"	1890	101½	1st Mort. (K. & P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan.....	700,600	6	Feb. & Aug.	St. Louis.	var.	71-73	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
Fauna:							Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	"	"	1895	....
Sterling Bonds £152,775 at 4.85..	740,959	7*	Feb. & Aug.	London.	1872	.....	Portland loan.....	100,000	6	— & —	"	....	....
Sterling Bonds £19,350 at 4.85..	93,847	7*	April & Oct.	"	1875	.....	Stock certificates (Yarmouth)...	202,400	6	April & Oct.	Portland.	....	....
Sterling Bonds £597,800 at 4.85..	3,869,330	7*	"	"	1897	.....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1886	.....	Port Royal:						
Paterson and Ramapo (Erie):							1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	.....	Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	16,000pm	7*	Feb. & Aug.	New York.	1901	.....	1st Mortgage.....	200,000	6	— & —	Boston.	1889	....
Pemberton & Hightstown (C. & A.):							Potadam & Watertown (R.W. & O)						
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877	.....	1st Mortgage, guaranteed.....	345,500	7	June & Dec.	New York.	72-74	....
Pennsylvania:							Poughkeepsie and Eastern:						
1st Mort. { Harriab. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	97	Providence, Warren and Bristol:						
2d M. stg. { " " " }	2,282,840	6*	"	London.	1875	.....	1st Mortgage of 1868.....	55,000	8	June & Dec.	Providence.	1877	....
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94	Quincy and Toledo (T. W. & W.):						
State lien on whole property...	5,924,717	6	April & Oct.	Harrisburg.	71-90	.....	1st Mortgage, assumed.....	500,000	7	May & Nov.	New York.	1890	90
Debentures or Short Bonds.....	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	.....	Quincy & Warsaw (C. B. & Q.):						
Mortgages and ground rents.....	102,809	6	various.	"	var.	.....	1st Mort. guar. and tax free....	800,000	8	Jan. & July.	Boston.	1890	....
							Raleigh and Gaston:						
							1st Mortgage.....	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882		1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884		Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873		Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880		1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	
3d Mortgage.....	150,000	7	"	"	1887		Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886		1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	
1st Mort. (T. & E.) assumed.	500,000	7	May & Nov.	"	1890		Schuykill and Susquehanna:						
1st Mortgage (G.F.B.) assumed.	125,000	7	Jan. & July.	"	1894		1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880		1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	
1st Mortgage guar. by Va.....	158,100	6	"	"	1875		Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-90	70	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	
4th Mortgage.....	64,500	6	"	Richmond.	73-75		Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,800	6	Feb. & Aug.	"	71-76		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	
Dollar Bonds.....	124,459	6	"	Richmond.	var		Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var		1st Mortgage (3d series).....	796,830	6	various.	"	var	
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,298	var	various.	N. Y. & Rich.	var		1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80		2d Mortgage.....	6,000,000	7	"	"		
Richmond and York River:							Shamokin Valley & Pottsville (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898		1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	
Roanoke Valley (R. & Dan.):							Shenandoah and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76		1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	
Rochester & Genesee Val. (Eric):							Shenandoah and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876		1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919		1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	1898	
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891		Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880		1st Mortgage, L. G. tax free.....	14,000pm	7	"	New York.		
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	72-74		Somerset (Me. Central):						
Rondout and Owego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	
Equip. Bonds of May 1, 1870.....	500,000	7	May & Nov.	Boston.	1880	83	Domestic Bonds (H) 1886-87.....	306,500	7	April & Oct.	Charleston.	71-72	
Equip. Bonds of Sept. 1, 1870.....	500,000	8	March & Sept.	"	1880	97	Domestic Bonds (G) 1862-67.....	342,500	6	Jan. & July.	"	73-74	
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868.....	1,272,000	7	April & Oct.	"	88-91	
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863		Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	
2d Mort. conv. into com. stock.....	67,000	7	"	"	1863		Real Estate Mortgage.....	80,733	7	various.	"	71-91	
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	
1st Mort. (Cal. & Baring R.R.).....	95,200	6	Jan. & July.	Calais, Me.	1879		South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879		1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876		2d Mort. " " " " " "	200,000	7	"	"	1890	
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free.....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort. endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	
St. Joseph & Denv. C. (W.D. 160m.):							1st Mort. assumed by A. & P.....	7,250,000	6*	Jan. & July.	New York.	1888	
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	South Shore (Mass.):						
St. Lawrence & Industry (Can.):							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887		South Side (L.):						
St. Louis, Alton and Terre Haute:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	
1st Mortgage (Series A) skg f'd.....	1,100,000	7	Jan. & July.	New York.	1894		South Side, Va. (A.M. & O.):						
2d Mortgage (Series B) skg f'd.....	1,100,000	7	April & Oct.	"	1894	98	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	
1st Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	2d Mort., consol. 2d pref.....	619,300	6	"	"	84-90	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		4th Mortgage, consol. 3d pref.....	458,100	6	"	"	84-90	
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76	Va. State Loan (net).....	708,102	6	"	"	long	
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		Southern Central:						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901		Southern Iowa and Cedar Rapids:						
St. Louis and Iron Mountain:							1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92	Southern Minnesota:						
St. Louis, Jacksonville & Chicago:							1st Mort. Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888	
1st Mortgage of Mar. 1, 1864.....	2,385,000	7	April & Oct.	New York.	1894	94	Southern (Cal.) Pacific:						
2d Mortgage of May 1, 18-8.....	390,000	7	Jan. & July.	"	1898		1st Mortgage or \$28,000,000 gold		6*	Jan. & July.	New York.	1901	
St. Louis, Lawr. & Denv. (Pacific):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901		1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	
St. Louis and Santa Fe:							2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1890	
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891		South Western (Gen. of Ga.):						
St. Louis and South Eastern:							Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	94-96		Mortgage Bonds, Muscogee R.R.	300,500	7	"	"		
St. Louis and St. Joseph (N. Mo.):							Spartanburg and Union:						
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893		1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.		
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage not endorsed.....	198,370	7	"	"		
1st Mortgage, S. F. guaranteed.....	1,900,000	7	Jan. & July.	New York.	1897		Springfield & Illinois S. Eastern:						
2d Mortgage, S. F. guaranteed.....	2,600,000	7	April & Oct.	New York.	1887		1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	
St. Paul and Chicago (M. & S. P.):							Staten Island:						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	
St. Paul and Pacific 1st Division:							Sterling Mountain:						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892		1st Mortgage.....	350,000	7	"	New York.	1874	
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892		Sullivan (Verm. Central):						
Land Grant & 2d Mort. (80 m.).....	1,300,000	7	June & Dec.	"	1892		1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	
General Mort. R.R. & L. \$2,020,000							2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	
General Mort., R.R. & Lands stg.	780,000	7*	"	London.			Sullivan and Erie:						
1st M. (W. Line & L.) for \$3,000,000							1st Mortgage, skg fund conv.....	1,000,000	7	May & Nov.	New York.	1886	
2d M. (W. Line & L.) for \$6,000,000							Summit Branch:						
St. Paul and Sioux City:							1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	New York.			Sussex:						
Salem (W. Jer.):							1st Mortgage.....	200,000	6	"	New York.		
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		Swedesboro (W. Jer.):						
Salem and Lowell (B. & L.):							1st Mortgage, guaranteed.....	171,000	6	"	Camden.		
1st Mortgage guar.....	228,900	6	Feb. & Aug.	Boston.	1878		Syracuse, Bing. & N.Y. (D.L. & W.):						
Band, Mansfield & Newark (B. & O.):							1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909		Tebo and Keokuk (M. K. & T.):						
Saratoga & Whitehall (R. & S.):							1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		Terre Haute & Indianapolis:						
Savannah, Griffin & North Ala.:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (R. Div.).....	1,600,000	7	June & Dec.	New York.	1894	91½	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	90½
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	79	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	96	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	90	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	82	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipmt. Bonds (T. & W. 75m.)	600,000	7	"	"	1883	82	Williamston and Tarboro':						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	87	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
1st Mort. L. G. (12,000,000 acres)	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	91½	2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
Income Mortgage.....	10,000,000	10	March & Sept.	Boston.	1889	78½							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	82½							
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Union Pacific, E. D. (see K. Pac.):							Chesapeake and Ohio:						
Union Pacific, S. Br. (M. K. & T.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Sterling Loan guaranteed.....	4,375,000	5*	"	London.	1890	....
Union and Titusville:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware Division (L. C. & W.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, July 1898.....	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Hudson:						
Vermont Central:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84½	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
2d Mortgage.....	1,500,000	7	"	"	1891	86½	Delaware and Raritan (See Cam						
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	den and						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	101	Erie of Pennsylvania:						
Stansfield, Shefford & Cham. b/ds	600,000	7	Jan. & July.	"	1887	84½	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1866	....
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	100	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Vermont and Massachusetts:							Leligh Coal and Navigation:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	2,000,000	6	"	"	1897	91
Vermont Valley (Vt. Central):							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	92½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6*	"	"	1894	96½
1st Mortgage.....	114,000	6	"	"	1860	....	Convertible Loan.....	1,996,879	6	"	"	1877	82½
1st Mortgage.....	293,200	7	"	"	1869	....	Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
General Mort., 1st series (red)...	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	Morris (and Banking):						
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	....
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	2d Mortgage.....	285,000	6	"	"	1876	....
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	85½
Vineland:							Dividend Scrip.....	103,164	7	— & —	"	....	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Pennsylvania:						
Virginia Central see "Ches. & O."							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Virginia & Tennessee (A. M. & O.):							Schuylkill Navigation:						
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage.....	4,000	6	"	"	1869	77	2d Mortgage.....	4,006,870	6	Jan. & July.	"	1882	80
3d Mortgage.....	990,000	6	"	"	1884	....	Plain Bonds.....	171,354	6	"	"	1876	81
Income Mortgage.....	113,000	6	"	"	1866	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
4th Mortgage.....	846,000	8	"	"	1900	88½	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Registered Certificates.....	116,129	8	"	"	1880	....	Boat and Car Loan 1864.....	633,650	7	"	"	1889	75
Interest Funding Bonds.....	204,200	8	"	"	1880	....	Susquehanna (S. & Tide Water):						
Walkill Valley (20,000 per mile):							1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	68
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	700,000	6	"	"	1885	....
Ware River (N. & N.):							3d Mortgage stg.....	872,667	6*	"	London.	1878	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	Tide-Water (Susq. & Tide-W.):						
Warren (D. L. & W.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	300,000	6	"	"	1885	....
Warwick Valley (Erie):							3d Mortgage.....	436,333	6	"	London.	1878	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Union:						
Washington and Ohio:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage 1868 for \$8,000,000.							West Branch and Susquehanna:						
Watertown & Rome (R. W. & O.):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Sinking Fund.....	796,900	7	"	"	1880	....	3d Mortgage.....	15,000	6	"	"	1868	....
Westchester and Philadelphia:							Wyoming Valley (Penna.):						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	97	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (8s compromised)...	557,400	6	April & Oct.	"	1878	....						
Western Alabama:							MISCELLANEOUS.						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:						
1st Mortgage (before consol.)...	600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:						
Western (B. & Albany):							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	Pennsylvania Coal:						
Albany Loan (A. & W. Stebbins)	500,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98½	Long Dock:						
Western Maryland:							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	99½
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79½	Mariposa:						
2d Mortgage preferred.....	600,000	6	"	"	1890	61	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	90	Quicksilver:						
Western North Carolina (R.D.):							1st Mortgage.....	600,000	7*	June & Dec.	New York.	1873	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
Western Pennsylvania (Penn.):							Western Union:						
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	82	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....	2d Mortgage.....	89,500	7*	Jan. & July.	"	1878	....

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

Years ending	Railroad			Rolling Stock			Companies			Property and Assets				Abstract of General Balance Sheet				Operations			Earnings		Value of Shares						
	Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engines.			Cars.			Freight.			Passenger.			Dividends.		Net	Gross.	
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		M.	M.	M.			M.
Sept. 30, 1870	60.0	10.0	125.0	3	3	56	2,381,918	2,381,918	3,768,000	920,000	1,766,922	60.0	81,188	405,771	685,940	18,116	67,324	100											
May 31, 1871	296.0	14.8	296.0	20	20	6	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Sept. 30, 1870	142.0	22.0	142.0	25	25	21	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Jan. 31, 1871	132.0	19.8	132.0	23	23	7	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
June 30, 1870	20.5	6.8	20.5	8	8	10	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Dec. 31, 1870	20.5	6.8	20.5	8	8	10	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Mar. 31, 1871	23.0	1.8	23.0	6	6	4	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Aug. 31, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Nov. 30, 1870	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
Feb. 28, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009	296.0	296.0	405,771	685,940	18,116	67,324	100												
May 31, 1871	34.0	8.0	34.0	10	10	2	10,600,000	10,600,000	2,700,000	2,500,009																			

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil" and running dots (.....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad			Rolling Stock			Companies	Property and Assets			Liabilities			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares					
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Cars.			Railroad in progress.	Freight.	R. M. E.	Pass.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P.C.	Market.	Value of Shares.
Ang. 31, 1879	24.0		4.7				Grand Rapids and Indiana	4,690,625		2,800,392	179,865	9,232,921	9,322,000	2,273,640	631,280	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0
May 31, 1871	94.0		4.7				Grand River Valley	1,992,000				492,000	1,500,000			116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0
Nov. 30, 1870	561.0		34.3				Grand Trunk	92,772,070				14,887,946	90,624,895			377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0	377.0
July 31, 1870	229.0		10.0				Great Western	25,588,664				19,237,404	7,964,333			406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0	406.0
Sept. 30, 1870	143.3		21.0				Greenville and Columbia	3,080,968				1,510,968	1,569,312			197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0	197.0
May 31, 1871	46.0		6.0				Hannibal and Naples	1,425,000				750,000	675,000			100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Jan. 30, 1871	70.0						Hannibal and St. Joseph	1,550,000				450,000	1,100,000			275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0
Sept. 30, 1870	207.0		68.0				Harlem and Central Missouri	15,555,490				9,232,921	6,322,000			116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0
Aug. 31, 1870	114.0		2.0				Harlem Extension	5,639,590				4,000,000	1,639,590			116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0
Nov. 30, 1870	36.0		18.0				Harrisburg and Lancaster	1,832,550				1,182,550	704,000			116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0	116.0
Dec. 31, 1870	32.0		32.0				Hartford and New Haven	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2	123.2
Dec. 31, 1870	32.0		32.0				Hartford, Prov. and Fitchburg	5,747,113				4,760,928	784,000			123.2	123.2	123.2	123.2									

Dec. 31, 1870	19.6	9.5	Lykens Valley	600,000	538,956	124,853	222,940	1,681,900	770,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Sept. 30, 1870	18.0	2.0	Macon and Augusta	2,500,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	18.0	5.0	Macon and Brunswick	6,422,616	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Nov. 30, 1870	10.5	11.3	Macon and Western	538,956	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	44.7	35.0	Manahan and Shamokin	3,420,045	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Nov. 30, 1870	44.7	10.9	Manahan and Lawrence	1,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Mar. 31, 1870	22.8	4.3	Manchester and North Warren	1,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Sept. 30, 1870	18.0	0.8	Manchester and North Warren	1,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Sept. 30, 1870	18.0	38.9	Manchester and North Warren	1,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000	538,956	124,853	222,940	1,681,900	3,500,000	85,172	90,175	35.0	(Leased & operated by Geo. B. Branch.)	62,500	10	20
Dec. 31, 1870	86.0	11.0	Manfield and Cincinnati	2,000,000												

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Railroad.		Rolling Stock.		Companies.		Property and Assets.			Liabilities.			Railroad Operated.		Operations.		Earnings.		Value of Shares.											
Main Line.		Branch Line.		2d Track and Sidings.		Engines.		Cars.		Freight.		R. M. E.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.		Par.	
Years ending.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	
Apr. 31, 1871	31.0																												
Feb. 28, 1870	283.5																												
Sept. 30, 1870	63.5																												
Sept. 30, 1870	47.6																												
Sept. 30, 1870	14.5																												
Sept. 30, 1870	12.0																												
Sept. 30, 1870	15.1																												
Sept. 30, 1870	20.0																												
Sept. 30, 1870	20.0																												
Sept. 30, 1870	20.0																												
Sept. 30, 1870	20.0																												
Sept. 30, 1870	20.0																												
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Sept. 30, 1870	20.0																												

70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
Feb. 28, 1871	Mar. 1, 1871	Mar. 4, 1871	Mar. 7, 1871	Mar. 10, 1871	Mar. 13, 1871	Mar. 16, 1871	Mar. 19, 1871	Mar. 22, 1871	Mar. 25, 1871	Mar. 28, 1871	Mar. 31, 1871	Apr. 3, 1871	Apr. 6, 1871	Apr. 9, 1871	Apr. 12, 1871	Apr. 15, 1871	Apr. 18, 1871	Apr. 21, 1871	Apr. 24, 1871	Apr. 27, 1871	May 1, 1871	May 4, 1871	May 7, 1871	May 10, 1871	May 13, 1871	May 16, 1871	May 19, 1871	May 22, 1871	May 25, 1871	May 28, 1871	Jun. 1, 1871	Jun. 4, 1871	Jun. 7, 1871	Jun. 10, 1871	Jun. 13, 1871	Jun. 16, 1871	Jun. 19, 1871	Jun. 22, 1871	Jun. 25, 1871	Jun. 28, 1871	Jul. 1, 1871	Jul. 4, 1871	Jul. 7, 1871	Jul. 10, 1871	Jul. 13, 1871	Jul. 16, 1871	Jul. 19, 1871	Jul. 22, 1871	Jul. 25, 1871	Jul. 28, 1871	Aug. 1, 1871	Aug. 4, 1871	Aug. 7, 1871	Aug. 10, 1871	Aug. 13, 1871	Aug. 16, 1871	Aug. 19, 1871	Aug. 22, 1871	Aug. 25, 1871	Aug. 28, 1871	Sep. 1, 1871	Sep. 4, 1871	Sep. 7, 1871	Sep. 10, 1871	Sep. 13, 1871	Sep. 16, 1871	Sep. 19, 1871	Sep. 22, 1871	Sep. 25, 1871	Sep. 28, 1871	Oct. 1, 1871	Oct. 4, 1871	Oct. 7, 1871	Oct. 10, 1871	Oct. 13, 1871	Oct. 16, 1871	Oct. 19, 1871	Oct. 22, 1871	Oct. 25, 1871	Oct. 28, 1871	Nov. 1, 1871	Nov. 4, 1871	Nov. 7, 1871	Nov. 10, 1871	Nov. 13, 1871	Nov. 16, 1871	Nov. 19, 1871	Nov. 22, 1871	Nov. 25, 1871	Nov. 28, 1871	Dec. 1, 1871	Dec. 4, 1871	Dec. 7, 1871	Dec. 10, 1871	Dec. 13, 1871	Dec. 16, 1871	Dec. 19, 1871	Dec. 22, 1871	Dec. 25, 1871	Dec. 28, 1871	Jan. 1, 1872	Jan. 4, 1872	Jan. 7, 1872	Jan. 10, 1872	Jan. 13, 1872	Jan. 16, 1872	Jan. 19, 1872	Jan. 22, 1872	Jan. 25, 1872	Jan. 28, 1872	Feb. 1, 1872	Feb. 4, 1872	Feb. 7, 1872	Feb. 10, 1872	Feb. 13, 1872	Feb. 16, 1872	Feb. 19, 1872	Feb. 22, 1872	Feb. 25, 1872	Feb. 28, 1872	Mar. 1, 1872	Mar. 4, 1872	Mar. 7, 1872	Mar. 10, 1872	Mar. 13, 1872	Mar. 16, 1872	Mar. 19, 1872	Mar. 22, 1872	Mar. 25, 1872	Mar. 28, 1872	Apr. 1, 1872	Apr. 4, 1872	Apr. 7, 1872	Apr. 10, 1872	Apr. 13, 1872	Apr. 16, 1872	Apr. 19, 1872	Apr. 22, 1872	Apr. 25, 1872	Apr. 28, 1872	May 1, 1872	May 4, 1872	May 7, 1872	May 10, 1872	May 13, 1872	May 16, 1872	May 19, 1872	May 22, 1872	May 25, 1872	May 28, 1872	Jun. 1, 1872	Jun. 4, 1872	Jun. 7, 1872	Jun. 10, 1872	Jun. 13, 1872	Jun. 16, 1872	Jun. 19, 1872	Jun. 22, 1872	Jun. 25, 1872	Jun. 28, 1872	Jul. 1, 1872	Jul. 4, 1872	Jul. 7, 1872	Jul. 10, 1872	Jul. 13, 1872	Jul. 16, 1872	Jul. 19, 1872	Jul. 22, 1872	Jul. 25, 1872	Jul. 28, 1872	Aug. 1, 1872	Aug. 4, 1872	Aug. 7, 1872	Aug. 10, 1872	Aug. 13, 1872	Aug. 16, 1872	Aug. 19, 1872	Aug. 22, 1872	Aug. 25, 1872	Aug. 28, 1872	Sep. 1, 1872	Sep. 4, 1872	Sep. 7, 1872	Sep. 10, 1872	Sep. 13, 1872	Sep. 16, 1872	Sep. 19, 1872	Sep. 22, 1872	Sep. 25, 1872	Sep. 28, 1872	Oct. 1, 1872	Oct. 4, 1872	Oct. 7, 1872	Oct. 10, 1872	Oct. 13, 1872	Oct. 16, 1872	Oct. 19, 1872	Oct. 22, 1872	Oct. 25, 1872	Oct. 28, 1872	Nov. 1, 1872	Nov. 4, 1872	Nov. 7, 1872	Nov. 10, 1872	Nov. 13, 1872	Nov. 16, 1872	Nov. 19, 1872	Nov. 22, 1872	Nov. 25, 1872	Nov. 28, 1872	Dec. 1, 1872	Dec. 4, 1872	Dec. 7, 1872	Dec. 10, 1872	Dec. 13, 1872	Dec. 16, 1872	Dec. 19, 1872	Dec. 22, 1872	Dec. 25, 1872	Dec. 28, 1872	Jan. 1, 1873	Jan. 4, 1873	Jan. 7, 1873	Jan. 10, 1873	Jan. 13, 1873	Jan. 16, 1873	Jan. 19, 1873	Jan. 22, 1873	Jan. 25, 1873	Jan. 28, 1873	Feb. 1, 1873	Feb. 4, 1873	Feb. 7, 1873	Feb. 10, 1873	Feb. 13, 1873	Feb. 16, 1873	Feb. 19, 1873	Feb. 22, 1873	Feb. 25, 1873	Feb. 28, 1873	Mar. 1, 1873	Mar. 4, 1873	Mar. 7, 1873	Mar. 10, 1873	Mar. 13, 1873	Mar. 16, 1873	Mar. 19, 1873	Mar. 22, 1873	Mar. 25, 1873	Mar. 28, 1873	Apr. 1, 1873	Apr. 4, 1873	Apr. 7, 1873	Apr. 10, 1873	Apr. 13, 1873	Apr. 16, 1873	Apr. 19, 1873	Apr. 22, 1873	Apr. 25, 1873	Apr. 28, 1873	May 1, 1873	May 4, 1873	May 7, 1873	May 10, 1873	May 13, 1873	May 16, 1873	May 19, 1873	May 22, 1873	May 25, 1873	May 28, 1873	Jun. 1, 1873	Jun. 4, 1873	Jun. 7, 1873	Jun. 10, 1873	Jun. 13, 1873	Jun. 16, 1873	Jun. 19, 1873	Jun. 22, 1873	Jun. 25, 1873	Jun. 28, 1873	Jul. 1, 1873	Jul. 4, 1873	Jul. 7, 1873	Jul. 10, 1873	Jul. 13, 1873	Jul. 16, 1873	Jul. 19, 1873	Jul. 22, 1873	Jul. 25, 1873	Jul. 28, 1873	Aug. 1, 1873	Aug. 4, 1873	Aug. 7, 1873	Aug. 10, 1873	Aug. 13, 1873	Aug. 16, 1873	Aug. 19, 1873	Aug. 22, 1873	Aug. 25, 1873	Aug. 28, 1873	Sep. 1, 1873	Sep. 4, 1873	Sep. 7, 1873	Sep. 10, 1873	Sep. 13, 1873	Sep. 16, 1873	Sep. 19, 1873	Sep. 22, 1873	Sep. 25, 1873	Sep. 28, 1873	Oct.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	160
Berkshire* guaranteed.	600,000	7	7	...
Blossburg and Corning* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	60
Catawissa* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna* guar.	589,110	9	9	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	31
Chemung* guar.	380,000	8	8	...
Cheshire, preferred.	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago and Nebraska* guar.	2,600,000	...	...	...
Chicago and Northwestern, pref.	20,370,293	7	7	90
Chicago and Mahoning* guar.	2,056,000	7	7	...
Cleveland and Toledo* guar.	6,250,000	...	...	...
Cleveland and Toledo* guar.	177,750	8	...	...
Cochecho, preferred.	1,822,100	6	6	91
Connecticut and Passumpsic Rivers, preferred.	241,900	8	8	114
Delaware* guaranteed.	242,000	8	8	...
Detroit & Milwaukee* preferred and guaranteed.	492,261	6	6	...
Dubuque and Sioux City* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque and Western, pref.	330,308	7	7	...
Dubuque and Western, pref.	492,500	8	8	...
Elmira (N. H.)* guaranteed.	600,000	5	5	...
Elmira, Jefferson and Canandaigua* guaranteed.	600,000	5	5	...
Elmira and Williamsport* guar.	500,000	5	5	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	88
Erie, preferred.	8,536,910	7	7	70
Evansville and Crawfordsville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	7	64
Houston, preferred.	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	25
Joliet and Chicago* guar.	1,500,000	7	7	...
Joliet and Northern Indiana* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Ledsa and Farmington* guar.	...	...	...	...
Little Schuylkill* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington, preferred.	948,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	2	24
Marietta and Cincinnati, 2d pref.	4,051,744	6	...	...
Manchester and Lawrence*...	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	...
New Haven and Northampton*...	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	77
Pateron and Hudson* guar.	630,000	8	8	...
Pateron and Ramapo* guar.	248,000	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	...	...
Philadelphia and Erie*...	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	...	...
Philadelphia and Trenton* guar.	1,099,720	...	...	...
Pittsfield and North Adams* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	...
Portsmouth and Concord*...	350,000	7	7	...
Richmond, Fredericksb. & Potomac* guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*...	557,500	...	...	...
Rutland, preferred.	...	7	7	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	...
Sandusky and Cincinnati, pref.	445,500	6	6	36
Schuylkill Valley* guar.	576,000	5	5	...
Sharonville Valley & Pottsville* guar.	869,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,700,000	7	...	...
Troy and Greenbush* guar.	274,000	7	7	84
Vermont and Canada* guar.	2,500,000	8	8	...
Warren* guar.	1,408,300	7	7	...
White Mountains* guar.	200,000	5	5	...
Wrightev. York & Gettysburg* pref.	317,050	...	...	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	80	...
Union, preferred.	...	6	2	...
MISCELLANEOUS STOCKS:				
Omberland Coal, pref.	...	6	...	...
Starapoca Mining, pref.	5,774,400	7	7	11

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 84 @ 40 —
Pig, American, No. 1.....@ 37 —
Pig, American, No. 2.....@ 35 —
Pig, American, Forge.....@ 34 —
Bar, Refined, English and American.....@ 80 —
Bar, Sweden, assorted sizes.....(gold) 85 @ 100 —

Bar, Sweden, ordinary sizes.....107 50 @ 120 —
Bar, Refined.....85 @ —
Bar, Common.....90 @ —
Scroll.....102 50 @ 132 50
Ovals and Half-round.....102 50 @ 122 50
Band.....@ 97 50
Horse Shoe.....@ 105 —
Rods, 1½ to 16 inch.....90 @ 125 —
Hoop.....107 50 @ 150 —
Nail Rod.....per lb. 6½ @ —
Sheet, Russia, as to No.'s.....(gold) 17½ @ 18 —
Sheet, Single D. and T. Common.....5 @ 5½ —
Rails, English.....(gold) 57 @ 59 6½ —
Rails, American, at Works in Penna. c'y. 70 @ 71 —
Anvils, (Eagle).....per lb currency. 8 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cen's per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality) per lb. — 15 @ — 18
English Spring (2d and 1st quality).....7 @ — 10
English Blister (2d and 1st quality).....10 @ — 17
English Machinery.....11 @ — 13
English German (2d and 1st quality).....10½ @ — 12
American Blister "Black Diamond".....@ 12 —
American, Cast, Tool, do.....15 @ — 16
American, Spring, do.....9 @ — 11
American Machinery do.....9 @ — 10
American German do.....9 @ — 11

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....per 100 lb. — @ 4 65
Cut Spikes, all sizes.....@ 4 90
Clinch.....6 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ — 33
Copper.....@ — 39

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. 42 @ — 41½
Straits.....(gold) @ — 38
English.....(gold) @ — 36½
Plates—Fair to good brands.....Gold—Currency—
I. C. Charcoal.....per box. 8 7½ @ 9 25 10 37½ @ 11 —
I. C. Coke.....7 75 @ 8 75 9 25 @ 10 25
Coke Terne.....6 50 @ 7 02½ 7 50 @ 9 25
Charcoal Terne.....7 87½ @ 8 50 9 75 @ 10 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk), per gall. — 12½ @ — 12½
Crude, 40 @ 47 gravity (in shipping order) — 16½ @ — 17
Refined, Standard White (in ship's order).....@ — 22
Refined, prime White (in shipping order).....@ — 23
Refined, S. W. (in jobbing lots).....@ — 24
Refined, S. W. (in tin).....26½ @ — 27½
Naptha, Refined, (65 @ 73 gravity).....10½ @ — 11½
Residuum.....per bbl. 4 @ —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 16 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

SIZES.	(Old List.)			
	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)
6 by 8 to 7 by 9.....(4 qts.) per 60 feet 10 @ 7 75
8 by 11 to 10 by 15.....(4 qts.) 10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qts.) 12 @ 9 25
14 by 16 to 16 by 24.....(4 qts.) 12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qts.) 15 @ 10 50
20 by 28 to 24 by 30.....(4 qts.) 18 50 @ 12 —
26 by 24 to 24 by 36.....(4 qts.) 19 50 @ 12 50
26 by 34 to 26 by 40.....(3 qts.) 21 50 @ 16 —
28 by 38 to 28 by 44.....(3 qts.) 22 @ 16 50
28 by 46 to 30 by 48.....(3 qts.) 23 @ 17 —
30 by 50 to 32 by 52.....(3 qts.) 24 50 @ 18 —
32 by 54 to 34 by 56.....(3 qts.) 26 50 @ 19 50
34 by 58 to 34 by 60.....(3 qts.) 30 @ 22 —
38 by 60 to 40 by 60.....(3 qts.) 36 @ 28 —
(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th 16.	F 17.	Sat 18.	M 20.	Tu 21.	W 22.
Canton Co.....	70	69½	69½	69½	69	69
Central Pacific 6a.....	103	103	102½	103	103½	103½
Central of N. Jersey.....	108½	108	109	109	109	109½
Chicago & Alton.....	116½	116½	116½	116½	117	117
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Inc. bds.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	128	128	128	128	128	128
.. 8a, 1883.....	.....	.....	.....	.....	110	110
Chic. & Northwestern.....	60½	61	59½	59½	60½	60½
.. pref.....	90	90	90	90	90	90½
.. 1st M.....	.....	.....	.....	.....	.....	.....
.. S. F.....	92½	92½	92½	92½	92½	92½
.. Consol.....	92½	92½	92½	92½	92½	92½
Chic. Rock Isl. & Pac.....	102	102	102	102	102½	103½
Chi., R. I. & Pa. 7a, 1896.....	102	102	102	102	102	102
Clev., Col. C. and Ind. 85½	85½	85	85	85	85	85½
Clev. and Pittsburg.....	125½	123½	125	124½	124½	125½
.. 2 M.....	85	85	85	85	85	85
.. 3 M.....	85	85	85	85	85	85
.. 4 M.....	85	85	85	85	85	85
Clev. and Toledo.....	102	102	102	102	102	102
.. S. F. 7a.....	18½	18½	19	18½	19	19½
Col., Chi., & Ind. C.....	87	87	87	87	87	87
.. 1 M.....	87	87	87	87	87	87
.. 2 M.....	70	70	70	70	70	70
Del. & Hudson Canal.....	123	123	123	123	124	124
Del. Lack. & Western.....	109½	109½	109	109	109	109
.. 1 M. 7a.....	97	97	97	97	97	97
.. 2 M. 7a.....	97	97	97	97	97	97
Dubuque & Sioux City.....	30½	30½	30½	30½	30½	31
Erie Railway.....	30½	30½	30½	30½	30½	31
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M. 7a, 1897.....	.....	.....	.....	.....	.....	.....
.. 2 M. 7a, 1879.....	.....	.....	.....	.....	.....	.....
.. 3 M. 7a, 1883.....	.....	.....	.....	.....	.....	90
.. 4 M. 7a, 1880.....	.....	.....	.....	.....	.....	.....
.. 5 M. 7a, 1883.....	.....	.....	.....	.....	.....	.....
Great Western 2d mort. 55	58	57½	57½	57½	57½	58
Hannibal & St. Joseph. 58½	58	57½	51½	51½	51½	55
.. pref.....	70	70	64½	64½	64½	64½
.. 8a, conv. 96½	96	96	95½	95½	94	94½
Hudson River.....	.....	.....	.....	.....	.....	.....
.. 2 M. S. F.....	.....	.....	.....	.....	.....	.....
.. 3 M. 7a, 1875.....	.....	.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	.....	.....	.....	.....
.. bonds.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. S'th. 85½	85½	85½	85½	85½	86½	87½
Lake Shore Div. bonds.....	.....	.....	.....	.....	.....	128½
Marietta & Cin. 1st pref.....	.....	.....	.....	.....	.....	.....
.. 2d pref.....	.....	.....	.....	.....	.....	.....
Michigan Central.....	121½	121	121	121	117½	117½
.. S. F. 8a, 1882.....	.....	.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F. 100½	100½	100½	100½	100½	100½	100½
.. 2 M.....	96	96	96	96	96½	96½
Mariposa Mining Co.....	1	1	1	1	1	1
.. pref.....	1½	1½	1½	1½	1½	1½
Milw. and St. Paul.....	56½	56½	55	55	54	54½
.. pref.....	78½	78½	77½	77½	77½	77½
.. 1st mort.....	95	95	95	95	95	95
.. 2d mort.....	88	88	88	88	88	88
.. 7 3-10s con. 84	94	94	94	94	94	94
Missouri 6a.....	97½	97½	97½	97½	97½	97½
.. H. & St. J. 1st ss 94	93½	93½	93½	93½	93½	93½
Morris and Essex.....	96½	96	96	96	96	96
.. 1st mort.....	95½	95½	103½	103½	103½	103½
.. 2d mort.....	99½	99½	99½	99½	99½	99½
New York Central.....	.....	.....	.....	.....	.....	.....
.. 7a, S. F. 1876.....	.....	.....	.....	.....	.....	.....
.. 6a, S. F. 1883.....	90½	90½	90½	90½	90	90
.. 6a, S. F. 1887.....	.....	.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv. 91½	92	91½	91½	92	92	92½
.. certificates.....	87½	87½	87	87½	87½	88½
N. York and Harlem.....	123½	123½	123½	123½	122	122
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M. 7a, 1873.....	102	102	102	102	102	102
N. Carolina 6a, old.....	68	68	38½	38½	38	38
.. new.....	.....	.....	.....	.....	.....	.....
Ohio and Miss.....	40½	40½	40½	41	41	42½
.. pref.....	76	76½	76½	77	77	77
.. 1st M.....	46½	47½	46½	46½	47½	101½
Pacific Mail S. S. Co. 46½	47½	47½	46½	46½	47½	47
Panama.....	59	60	60	60	58½	58½
Phila. and Reading.....	110½	111½	113	113½	113½	113½
Ptts., Ft. W. & Chi. gtd. 96	96	96	96	97	97	97
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	.....	101	101
.. 3 M.....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co. 21½	22½	23	23	23	24½	24½
St. L., Alton & T. H.....	.....	.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	98	98
.. 2 M. pref.....	.....	.....	.....	.....	.....	.....
.. Income bds.....	76	76	76	76	76	76
Tennessee 6a, old.....	68	67½	65½	65½	64½	64½
.. new.....	63	63	65	65	64	64½
Tol., Wab. & Western. 62	61½	61½	61½	61½	63	63
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	94	94½	94½	94½	94½	94½
.. 2 M.....	90	90	90	90	90	90
.. Equipment.....	82	82	82	82	82	82
.. St. Lou. Div.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	90	90	91	92	91	91
.. 1st mort.....	78	78	78	78	78	78
.. L. Gt. 7a.....	80½	80½	80½	80½	82	82
.. Inc. 10a.....	80½	80½	80½	80½	82	82
Virginia 6a, old.....	60	60	60	61	61	61
.. new.....	60	60	60	61	61	61
.. new.....	60	60	60	61	61	61
.. consol.....	63	63	63	63	64	65
.. def. conv. 94	94	94	94	94	94	94

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

Th.16. F.17. Sat.18. M.20. Tu.21. W.22

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	109	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109	109
U. S. 5s, 10-40s, coup.	109	109	109	109	109
U. S. 5s, 10-40s, reg.	109	109	109	109	109
U. S. 6s, 1881, reg.	116	116	116	116	116
U. S. 6s, 1881, coup.	117	117	117	117	117
U. S. 6s, '81, O.W.L.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '62.111	111	111	111	111	111
U. S. 6s, 5-20s, c. 1862.111	111	111	111	111	111
U. S. 6s, 5-20s, reg. '64.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1864.111	111	111	111	111	111
U. S. 6s, 5-20s, reg. '65.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1865.111	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65.	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65.114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '67.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1867.114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '68.	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.	113	113	113	113	113
U. S. 6s, Pac.R.R.issue111	113	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

W.15. Th.16. F.17. Sat.18. M.20. Tu.21

Catawissa	45	45	45	45	45
Camden and Amboy	130	131	135	139	136
6s, 1875	90	91	91	91	91
6s, 1883	90	91	91	91	91
6s, 1889	90	91	91	91	91
mort. 6s, '89 93	93	94	94	94	94
Elmira & Williamsport	93	94	94	94	94
pref.	93	94	94	94	94
Lehigh Navigation	35	35	35	35	35
6s, 1884	92	93	93	93	94
Gold L.	92	93	93	93	94
R. R. L.	90	91	91	91	91
Conv. L.	90	91	91	91	91
Lehigh Valley R.R.	60	59	60	60	60
6s new coup.	97	97	97	97	97
6s new reg. '97	97	97	97	97	97
Little Schuylkill R.R.	46	46	46	46	46
7s.	46	46	46	46	46
Minehill	46	46	46	46	46
Morris Canal	46	46	46	46	46
pref.	46	46	46	46	46
1st mort.	46	46	46	46	46
North Pennsylvania	47	47	47	47	47
6s, 1880	99	100	100	100	100
7s.	96	96	96	96	96
10s, 1887	110	110	110	110	110
Northern Central	38	39	39	39	39
Oil Creek & Alleg. Riv.	47	48	48	48	48
7s.	83	83	83	83	83
Pennsylvania R. R.	58	58	58	58	58
1st M.	100	99	100	100	100
2d M.	99	99	99	99	99
Gen. mort.	94	94	94	94	94
reg. 94	94	94	94	94	94
Penn. State, 6s. 1st series	103	103	103	103	103
6s, 2d series	105	105	105	105	105
6s, 3d series	108	108	108	108	108
6s, W. L.	108	108	108	108	108
Philadelphia City, 6s.	103	103	103	103	103
new	103	103	103	103	103
Philad. Germ. & Nor.	55	55	55	55	55
Phila. & Reading	55	55	55	55	55
Philadelphia and Erie	25	25	25	25	25
6s.	87	87	87	87	87
7s.	87	87	87	87	87
Schuylkill Navigation	15	15	15	15	15
pref.	15	15	15	15	15
6s, 1882	80	80	80	80	80
6s, 1876	80	80	80	80	80
6s, 1872	80	80	80	80	80
Hestonville, (Horse)	20	20	20	20	20
Chestnut & Wal.	53	53	53	53	53
Green & Coates	23	23	23	23	23
2d and 3d streets	23	23	23	23	23
Spruce and Pine	23	23	23	23	23
13th and 15th sts.	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

W.15. Th.16. F.17. Sat.18. M.20. Tu.21

Baltimore City 6s, 1875	95	95	95	95	95
1886	95	95	95	95	95
1890	96	96	96	96	97
1884	96	96	96	96	96
1890	96	96	96	96	96
Balt and Ohio	95	95	95	95	95
bonds, 1875	95	95	95	95	95
1880	95	95	95	95	95
1885	95	95	95	95	95
Marietta & Cin. 1st M.	85	85	85	85	85
2d M.	85	85	85	85	85
3d M.	85	85	85	85	85
Northern Central	79	79	79	79	79
bonds, 1885	95	95	95	95	95
1890	95	95	95	95	95
Pittab. & Connellav. 7s.	92	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93
2d mort.	93	93	93	93	93
3d mort.	93	93	93	93	93
Virginia 6s, Consol.	63	63	63	63	64
Defer. Certif.	28	28	28	28	28
City Passenger R. R.	28	28	28	28	28

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

Th.16. F.17. Sat.18. M.20. Tu.21. W.22

Boston and Albany	145	145	145	144	144
Boston and Lowell	136	136	136	137	137
Boston and Maine	140	140	140	140	140
Boston and Providence	144	144	144	144	144
Boston, Hartford & Erie	26	26	27	26	26
7s, new	26	26	27	26	26
Cheshire, pref.	83	83	83	83	83
Concord	80	80	80	80	80
Connecticut River	140	140	140	140	140
Eastern	109	109	108	107	107
Fitchburg	140	139	139	139	139
Manchester & Lawrence	122	121	120	118	117
Michigan Central	122	121	120	118	117
Northern, N. H.	110	110	110	110	110
Ogdens & Lake Champ.	86	87	87	87	87
pref.	87	87	89	89	89
Old Colony & Newport	55	55	55	55	55
Ph. Wil. & Baltimore	55	55	55	55	55
Port'd, Saco & Ports	128	128	128	128	128
Union Pacific	28	28	28	28	28
6s.	87	87	89	89	89
Land Grant 7s.	77	77	77	77	77
Income 10s.	78	78	79	81	81
Vermont & Canada	85	85	85	85	85
Vermont & Mass.	85	85	85	85	85
South Boston (Horse)	103	103	103	103	103
Cambridge	103	103	103	103	103
Metropolitan	103	103	103	103	103
Middlesex	103	103	103	103	103
Central Mining Co.	11	11	11	11	11
Copper Falls	11	11	11	11	11
Franklin	11	11	11	11	11
National	11	11	11	11	11
Pewabic	11	11	11	11	11
Quincy	28	28	28	28	28

London Stock Exchange.

Closing Prices.

Nov. 10. Nov. 3.

All. & Gt. West. N. Y. sec. 7 per ct	85	90	83	88
1st mort, 1880	80	85	80	85
Do. do, 2d mort, 1881	80	85	80	85
Do. Penn., 1st mort, 1877	80	85	80	85
Do. do, 2d mort, 1882	80	85	80	85
Do. Consol. 7 per cent. mort. 1890	34	35	35	36
Detroit and Milwaukee 1st mort. 7s.	—	—	—	—
Do. 2d mort. 8 p. c.	—	—	—	—
Erie shares 100 dol. all paid	25	25	23	23
Do. sterig. 6 p. c. convertible bonds	68	72	68	72
Illinois Central, 6 per cent, 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 101	103	103	101	103
Do. 100 dol. shares, all paid	108	109	106	108
Panama General mort. 7s, 1897	50	85	75	80
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	97	98	96	97
Do. \$50 shares	48	50	47	49
Philadelphia and Erie 1st mort. 1881	95	97	94	96
Do. with option to be paid in Phila.	95	97	94	96

American Railroad Journal.

Saturday, November 25, 1871.

Stock Exchange and Money Market.

The supply of Money available in a temporary form has been quite liberally augmented, during the week, without any corresponding increase in the demand, and, consequently, call loan rates have been working steadily in favor of borrowers, the range having been from 4@7, with the bulk of the negotiations reported at 5@6 per cent. per annum. The speculative call for funds, for use at the Stock and Gold Boards, has been comparatively moderate, and, in no prominent instance, urgent. The large dealers in Government securities have had their wants promptly met at the minimum rates of 4@5 per cent. mostly at the latter figure; and none of the leading Stock houses have had to pay over 6 per cent. for the necessary aid. In view of the sluggishness and depression in the call loan line, there has been a livelier inquiry for the best grades of commercial paper, which have been rated at from 7@8½ per cent. per annum, and much more freely discounted within this reduced range. The offerings of the favorite names have been on a restricted scale. The bank movement has been decidedly conservative and re-assuring of late, notably so, during the past week. The city banks, in their latest return, show an increase of \$719,200 of

legal tender notes, \$2,247,800 of specie, and \$4,911,500 of deposits; also an addition of \$1,531,800 to their loan and discount averages, and a reduction of \$45,800 in their item of circulation. The city bank exchanges, last week, averaged \$94,972,357; and thus far, this week, 100 millions daily. The banks now hold \$9,089,425 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is \$16,239,300, against \$17,580,225 same time last year. The city bank deposits are now \$219,186,900 against \$194,900,406 week ending Nov. 19, 1870. The legal tender reserve amounts to \$55,181,500 against \$52,716,773 same time last year. The circulation now stands at \$30,138,600, against \$32,301,222 same time last year. The loans are now \$286,204,500, against \$264,609,216 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance \$1,216,799 and reduced its coin reserve \$814,782, as the result of the week's business. The receipts of the office were \$3,519,289 in coin, and \$3,310,374 in currency; payments, \$4,334,072 in coin, and \$2,041,575 in currency. The office received \$2,694,000 in coin or its equivalent, from customs; and disbursed \$2,248,233 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,277,559 of coin certificates, received for customs. The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$367,948,950; and as security for deposits of public money, United States bonds for \$15,279,000. The aggregate of the outstanding circulation of the National Banks of the country is \$325,834,497.

Government revenues have been yielding less liberally since our last. The excises yielded last week about 1¼ millions, and thus far since July 1. \$52,974,588. The customs at the port of New York, last week were \$2,498,559; and at the out-ports, equal to about \$750,000 more, all in coin, or coin certificates.

Under the Treasury programme for November, Government proposes to sell Gold as follows; Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in Five-Twenties as follows: Tuesday, Nov. 28—One Million.

The Gold movement has been on a restricted scale, and the speculation has been weak and hesitating, with the offerings for prompt delivery on the increase. The customs call has been up to a moderate average; while the export drain has been light. The range of the price during the week, has been from 110½@111½ and the closing quotation on Wednesday was 110½@110¾ against 111½ the preceding Wednesday. The specie outflow, last week, was \$629,666; on Tuesday of this week, \$57,980; and on Wednesday \$179,000. The Gold Exchange Bank clearances have been as follows: Nov. 16, \$27,061,000; Nov. 17, \$29,489,000; Nov. 18, \$33,875,000; Nov. 20, \$27,557,000; Nov. 21, \$42,462,000; Nov. 22, \$44,421,000.

Government accepted on Wednesday, proposals for two millions of Gold at 110 63½@110 77 out of bids for an aggregate of \$6,657,000.

Government disbursed through the U. S. Sub-

Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 18th, 1871 \$78,833,285, against \$80,830,324 same time in 1870.

The export drain of specie was \$629,666 last week, against \$655,078, same week preceding year. The shipments since January 1, 1871, have been \$61,137,556, against \$55,931,616 same time in 1870.

The customs demand for Gold last week, averaged \$449,000 a day; thus far, this week, it has averaged \$365,000 a day, or equal to a weekly aggregate of \$2,190,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$6,255, and since Jan. 1, 1871, \$8,294,659 against \$11,216,018 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$141,902,942 against \$128,812,540 same time in 1870.

Foreign exchange has been more actively sought after and quoted higher. Bankers' sixty day bills on London closed on Wednesday at 109¼@109¾; sight bills on London, 110@110¼.

The produce exports from this port, week ending with Nov. 21, were to the currency value of \$5,059,208.

Government securities have been in more general request, and the later issues of the coin bearing bonds have been quoted stronger in price, on very limited offerings.

On Tuesday, Government bought in only a million of Five-Twenties at 110 61@110 74 nett. The amount of bonds offered was \$1,302,100 at from 110 61@110 99.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 111½@111¾; U. S. Five-Twenties of 1864 at 111½@111¾; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated, 114@114½; U. S. Five-Twenties of 1867, 114¾@115; U. S. Five-Twenties of 1868, 114¾@115½; U. S. Ten-forties at 109¾@110; U. S. Six per cent. currency bonds, 113¼@113½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 8.	Nov. 15.	Nov. 22.
Consols	92¾@93	93½	93¾
U. S. 5-20's of 1862..	91¾	91¾	92
U. S. 5-20's, 1865....	91¾	91¾	92¼
" 1867	93¾	94¾	94¾
" 10-40s	89½	90½	90¾
Erie	24¼	26	25¾

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1½ per cent. discount.

State bonds have been in moderate investment demand at, however, irregular prices, closing rather heavily on nearly all the Southern issues.

Railway bonds have been in generally very good request especially through the commission houses, and the favorites of the old loans have been quoted firmer. Central Pacific Sixes have been in active demand, largely on European account, and with remarkably light offerings of the bonds, prices closed strong, on the basis of 103¼@103½. Chesapeake and Ohio Sixes have been more inquired for investment purposes, and the price has been advanced by Messrs. Fisk & Hatch, the bankers of the Company, to 94 per cent. and ac-

crued interest, under instructions from Mr. C. P. Huntington, the President of the Company.

Railway and miscellaneous share property has been rather moderately dealt in and has been quite variable in price.

General business has been less active in the line of domestic produce, with values quoted more favorable to purchasers. Middling upland cotton closed on Wednesday at 18¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 719,276 bales, against 865,932 bales same time in the preceding year; exports 269,616 bales, against 373,687 bales in the previous year; stock at the ports at latest dates, 327,284 bales, against 336,803 bales same date 1870.

At the Live Stock Markets, Beeves have been in rather more demand at from 8½@13 cts.; Veals in moderate request at 5@10½ cts.; Sheep at 4@6¼ cts.; Lambs at 5¾@7¾ cts.; Swine, in active at 5@5½ cts. per lb., all live weight. The week's receipts were 9,199 Beeves, 841 Veal Calves, 35,873 Sheep and Lambs; and 57,060 Swine.

Foreign goods have been in less demand as a rule and prices have been quoted in favor of buyers, in most instances. Sugars have been exceptionally stronger. The week's imports of foreign goods reached \$4,653,682, including \$1,605,733 of dry goods.

Ocean freights continue comparatively quiet, with rates quoted irregular.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 91; South Carolina 6s, old, 70½; do., 6s, new, Jan. and July, 28; do., Apl and Oct., 26; N. Y. State 7s, B. L. reg., 109½; North Carolina 6s, special tax, 15½; do. Fund Act 1868, 22; Louisiana 6s, Levee bonds, 61½; Pacific 7s, guar. by Mo., 101½; Albany and Susquehanna 2d mort., 93; North Missouri 1st mort., 86¾; Belleville and Southern Illinois 1st mort., 8s, 97; Great Western 1st mort., 1888, 94¼; Mil. and St. Paul 1st mort., Iowa div., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. 2d mort., 79; Central of New Jersey 1st mort., new, 103½; do. 2d mort., 101; St. Louis and Iron Mt. 1st mort., 92½; Cleveland, Painesville and Ash-tabula new, 94; Peninsula R. R., 1st mort., 93¼; Cedar Falls and Minnesota 1st mort., 84¾; New York and New Haven R. R., 145; Second Avenue R. R., 65; Brooklyn 6s, W. L., 94; Lake Shore and Michigan Southern Scrip., 81¾; Western Union Tel., 68¼; Quicksilver pref., 30½; Manhattan Gas, 248; Maryland Coal, 22¼; Consol. Coal of Md., 41½; American Coal, 45; Adams Exp., 85; U. S. Exp., 58½; Wells-Fargo Exp., 56; Am. Mer. Union Exp., 59½.

Philadelphia.—Sunbury and Erie 7s, 99¾; Wilmington and Reading 7s, 95½; Susquehanna Canal 6s, 63; Allegheny Valley 7 3-10s, 93¾; Lehigh Valley 7s, new, 101; Philadelphia and Reading 7s, 103; West Jersey R. R. 7s, 102; Chesapeake and Delaware Canal 6s, 95½; Cata-wissa R. R., 7s, 95½; Warren and Franklin 7s, 88; Penn. and New York 7s, 97; Harrisburg and Lancaster 6s, 95; West Pennsylvania 6s, guar., 82; Belvidere Delaware 2d mort., 82; Allegheny County 5s, 77¾. The latest quotations are: City 6s, 99½@100; do. free of tax, 101½@102; State 5s, coupon, 100@—; do. 6s, W. L. 102@—; do. 1st series, 102¾@103; do. 2d series 105@105; do.

3d series, 108@108; Reading, 56¾@56¾; do. 7s, 1893, 102½@—; do. mort. 6s, 1880, 92@92; Cam-den and Amboy, 134@135; do. mort. 6s, 1889, 93@94; do. 1883, 90½@91; do. 1889, 90@91; Penn-sylvania R. R., 58¾@58¾; do. 1st mort., 99¾@101; do. 2d mort., 97@98; do. General mort. coupon, 93¾@94; do. reg., 93¾@—; Little Schuylkill R. R., 46½@47; Morris Canal, 48@50; do. pref., 120@126; do. 6s, 87@95; Susque-hanna Canal, 7@10; do. 6s, 64@65; Schuylkill Nav., 7@9; do. pref., 15@15½; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 35¾@36; do. 6s, 1884, 87@—; do. R. R. Loan, 90½@91½; do. Gold Loan, 93¾@94; North Pennsylvania, 47½@48½; do. 6s, 100@102; do., 7s, 95@96; do. Chattle 10s, 110@110; Philadelphia and Erie, 25½@25½; do. 6s, 87¾@88; Minehill, 52½@53; Catawissa, 16@17; do. pref., 45½@45½; Lehigh Valley, 59¾@60; do. 6s, new coupon, 97@98; do. reg., 97@98; do. 7s, 100½@102; Fifth and Sixth streets, (horse,) 46@48; Second and Third, 65@69; Thirteenth and Fifteenth, 22¾@23½; Spruce and Pine, 30@32; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20¼@20¾; Union, 60@—; Germantown, 33½@34.

Boston.—Burlington and Missouri River R. R., 8s, in Nebraska, 92¾; Central Pacific 7s, 1888, 100; Chicago and Michigan Lake Shore 8s, 1890, 84; Old Colony and Newport 7s, 1871, 102¼; St. Joseph and Council Bluffs 1st mort. 10s, 1892, 97; Vt. Central and Vt. and Canada 8s, 1876, 100; Essex R.R. 6s, 1876, 90; Stanstead, Shefford and Chamby 7s, 84¼; Indianapolis, Cincinnati and Lafayette R. R., 7½; Cincinnati, Sandusky and Cleveland R. R., 20½; do., 7s, 80¾; Ports-mouth Gt. Falls and Conway R. R. 98; Rutland R. R., 25; do. pref., 78; do. 8s, 1880, 97½; Cape Cod R. R., 70¾; Arlington Horse R. R., 35¾; Summit Branch R. R., 42¾; Boston Water Power Co., 45¾; Cary Imp. Co., 12½; East Boston Land Co., 15½; Massachusetts 5s, 1891, gold, 97¾; do., 6s, 1872, 108½; Maine 6s, 1889, 100¼; New Hampshire 6s, 1875, 99¾; Boston 6s, 1874, currency, 100; do. 5s, 1882, gold, 98; Lowell 6s, 1890, 100; Hartford 6s, 1876, 99¾; Portland 6s, 1876, 97¼; Chicago 7s, 1892, 97; Cincinnati 7 3-10s, 1876, 103½; St. Louis 6s, 1874, 95¾; do. 1886, 89½; Roxbury 6s, 1876, 100; do. 5s, 1878, 94¼; Minneapolis 8s, 1900, 95; Albany 6s, 1879, 95½; Allouez Mining Co., 4¾; Hancock, 2½; Calumet and Hecla, 89¼.

Baltimore.—Maryland Defense Loan, 104½; Virginia 6s, old, reg., 51¼; do. 6s, 1866, reg., 67½; do., 1867, 63½; Northern Central 6s, 1900, gold, 93; Western Maryland 3d mort. guar., 90; Richmond and Danville bonds, 76½; Orange, Alex. and Manassas 7s, 83; Orange and Alexandria 2d mort. 6s, 82; do. 4th mort., 8s, 81½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¾@93; Baltimore and Ohio, 139¾@140; do., 6s, 1875, 95@95; do., 1880, 95@—; do., 1885, 93@95; Northern Central, 38½@40; do. 6s, 1885, 93@95; do., 1900, 85@86¼; do., 6s, 1900, gold, 92¾@93½; N. W. Va. 1st mort., 98@—; do., 2d mort., 98@98; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 85½@85½; do., 3d mort., 79¼@80; Central Ohio, 29½@30; do., 1st mort., 84@84½; Western Md. 1st mort. 6s, 1890, 80@—;

guar. by Baltimore City, 90@96; do., 3d mort., guar., 90¼@91; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 83@84½; Richmond and Danville bonds, 76½@76¾; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81½@82; do., 3d mort. 8s, 87½@—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 82½@83½; Virginia and Tennessee 8s, 89@89½; do., 6s, 1st mort., 91@95; do., 6s, 2d mort., 78@80; Baltimore 6s, 1875, 96@96½; do., 1884, 96@97; do. 1886, 97@100; do., 1890, 97¼@97¾; do., 1893, 97¾@98½; do., 1900, 96½@97; Memphis City 6s, 54@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104½@104½; City Passenger R. R. 23@—; George's Creek Coal, 76@83.

New York (Viaduct) Railway.

An adjourned meeting of the directors of this company was held on the 22d inst., Mr. August Belmont presiding. The sub-committee of five appointed at the last meeting presented a financial report, and resignations were received from the following directors: A. Oakey Hall, Richard O'Gorman, Hugh Smith, Peter B. Sweeny, William M. Tweed, John J. Bradley, Henry Hilton, John Taylor Johnston, John Jacob Astor, Charles A. Lamont, William T. Blodgett, J. F. D. Lanier, August Belmont, A. T. Stewart, E. B. Wesley, Franklin Osgood, William Butler Duncan, W. R. Traverse, Charles L. Tiffany, Levi P. Morton, Joseph Seligman, J. F. Navarro.

The resignations were accepted, and the meeting proceeded to elect a new Board, when the following gentlemen were chosen:

Alexander T. Stewart, Sidney Dillon, August Belmont, Charles A. Lamont, Jas. F. D. Lanier, Franklin Osgood, Wm. Butler Duncan, Oswald Ottendorfer, Charles L. Tiffany, Wm. R. Travers, Wm. B. Ogden, John Jacob Astor, Abraham S. Hewitt, Levi P. Morton, S. D. Babcock, William Blodgett, James B. Colgate, Jose F. Navarro, Edward B. Wesley, John Taylor Johnston, Andrew H. Green, Wm. H. Appleton and Jos. Seligman.

John Taylor Johnston was elected president. The secretary Edward P. Parker, and the treasurer Wm. Butler Duncan, retain their positions.

The Pittsburg, Port Wayne and Chicago Railroad Company will issue on and after December 21, 1871, 20,000 shares of new stock, to be designated as "Special Improvement Stock." In making this announcement to the N. Y. Stock Exchange on the 22d inst., the president of the company says:

This issue is made in conformity with article 16 of the lease of the railway of this company to the Pennsylvania Railroad Company, and represents actual cash values of property placed upon the railway by the lessee, the title to which property is now in this company.

The shares are to be one hundred dollars each, entitled to dividends of seven per cent. per annum, payable quarterly, free of all taxes, from the means provided by the Pennsylvania Railroad Company, as stipulated in an agreement of said company, a certified copy of which is indorsed on each certificate; but this issue is in all respect subject to the original or guaranteed stock to have distributed to it in quarterly instalments an annual dividend fund of \$1,380,000 free of all taxes.

Track laying was commenced on the extension of the Canada Central Railway to Renfrew on the 29th of October.

Chesapeake and Ohio Railroad.

The following letter of the President of the Chesapeake and Ohio Railroad Company gives some interesting and late information concerning the progress of the main line of road now building:

OFFICE CHESAPEAKE AND OHIO RAILROAD CO.
54 William Street, New York,
NOVEMBER 18, 1871.

Messrs. FISK & HATCH,
Bankers and Financial Agents
C. & O. R. R. Co:

Gentlemen:

The Western Division of the Chesapeake and Ohio Railroad, comprising the 95 miles between Huntington, on the Ohio River, and the mouth of New River (above the Falls of Kanawha), is now substantially completed, and will, in a few days, be ready to do the immense coal and other business that is awaiting its completion. The Eastern Division, comprising 227 miles, between White Sulphur Springs and Richmond, is now in complete order and successful operation. The grading and masonry on eleven of the 102 miles, between the mouth of New River and White Sulphur Springs, is complete, and the work on the remaining 91 miles is so far advanced that track-laying will be commenced on this portion of the road in May next, and continue without interruption until the whole line is completed.

In view of these facts, you are hereby directed to make no further sales of the Bonds of said Company at a less price than 94 and accrued interest, at which price you will continue to sell until further orders.

Very respectfully yours,
C. P. HUNTINGTON, President.

The West Wisconsin Railway, which forms the chief link in the new and short through route from Chicago to St. Paul and the great North-West, will be completed, equipped, and in running order by the middle of November. The iron is down to within 10 miles of Hudson, and is being laid at the rate of a mile a day, and the grading throughout is finished. One hundred and twenty miles have been in operation for a year, and had a large and profitable local business, and a still larger amount awaits its completion through St. Croix County to the shore of the lake. The lumber traffic this winter will be very heavy. Immense quantities are already piled up at the mills on the line of the road awaiting the completion of the connection with St. Paul when it will be distributed over the treeless prairies of Minnesota and Iowa. Besides this local business the West Wisconsin will get a large share of the traffic between St. Paul and the North-West and the Lakes. It is a hundred miles shorter than the present line, and has direct connections with Chicago. The road has a valuable Land Grant of 1,000,000 acres in the best part of Wisconsin. This grant with the Road itself, is pledged in support of the First Mortgage 7 per cent. Gold bonds which may be bought at 90 and accrued interest in currency of WHITE, MORRIS & CO., No. 18 Wall-st., and GWYNNE, JOHNSON & DAY, No. 16 Wall-st., Agents to the Company.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 20th inst.

On motion of Mr. Johns Hopkins, Mr. Miles White was chosen chairman, and Mr. W. H. Ijams, secretary.

John W. Garrett, Esq., president of the company, presented the forty-fifth annual report of the president and directors to the stockholders for the fiscal year ended on the 30th of September, 1871. The report having been read and no other business being presented, the meeting, on motion, proceeded to the election of twelve directors on the part of the stockholders, to serve for the ensuing year, Messrs. Miles White, Wm. J. Albert

and Horatio L. Whitridge acting as judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 34,591 shares, viz: Messrs. Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, Allen A. Chapman and John King, jr.

The members elected are the same as for the preceding year, except that Mr. John King, jr., fills the place of the late Mr. Albert Schumacher.

The report shows that the revenues of the Baltimore and Ohio and its branches for the fiscal year were \$12,557,529.42: being an increase over the previous year of \$1,717,158.94. The full report is being printed in pamphlet form, and will be ready for distribution at an early day.

HARVEY FISK. A. S. HATCH.
FISK & HATCH, Bankers.
No. 5 NASSAU-ST., NEW YORK, }
Nov. 20, 1871. }

In compliance with instructions from the Company, the price of the CHESAPEAKE AND OHIO BONDS, from this date until further orders, will be 94 and accrued interest.

The scarcity of, and demand for, really desirable six per cent. gold bonds for solid and permanent investments, are evinced by the fact that

FIVE-TWENTY BONDS of 1867 are selling at....115
CENTRAL PACIFIC BONDS are selling at.....108
CHESAPEAKE AND OHIO BONDS are selling at.. 94

These bonds all pay both principal and interest in New-York City, in UNITED STATES gold coin, and are equally safe for investment.

The reason why FIVE-TWENTY BONDS are so high is because no more can be issued, and the outstanding amount is being rapidly decreased by purchases by the Government from their surplus revenues.

The reason why we think CENTRAL PACIFIC BONDS will in time advance to the price of FIVE-TWENTIES is because no more can be issued; while the operation of their Sinking Fund will soon commence to decrease the amount.

The reason why CHESAPEAKE AND OHIO BONDS are selling so low, comparatively, while equally safe, is because the Company are selling Bonds to complete the road. They will all be sold in a short time, and in a few months the road will be finished, when we have no doubt the same result will follow as with FIVE-TWENTY and CENTRAL PACIFIC BONDS. The sinking fund of the Chesapeake and Ohio must go into effect within one year after the completion of the road.

The CHESAPEAKE AND OHIO BONDS are issued either coupon or registered—the denominations are as follows:

\$100, which cost to-day.....\$94 31
\$500, which cost to-day.....471 56
\$1,000, which cost to-day.....943 12

We buy and sell Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS.

Accounts of Banks, Bankers and others received, on which we allow interest at the rate of four per cent. per annum.

FISK & HATCH.

Town has voted the credit of the town to the amount of five per cent. on its valuation, in aid of the railroad from Wellfleet to Provincetown. The amount will be nearly \$15,000.

Journal of Railroad Law.

RAILROAD COMPANIES—INSURANCE POLICIES—WHEN THE INSURED BECOMES RESPONSIBLE.

The facts in the late case of George Northup, Administrator, &c., of Lucilla Northup, deceased, vs. The Railway Passenger Assurance Company (2 Lansing 166) are fully and clearly stated in the following opinion by

J. C. SMITH, J.—By the terms of the contract in this case, the defendant undertook to insure the plaintiff, against personal injury "caused by any accident while traveling by public or private conveyance provided for the transportation of passengers," &c.

The contract was expressed in an insurance policy or ticket, which was issued to the plaintiff, by the agent of the defendant, at Rathbone, Steuben County, and which the plaintiff procured with the intent of setting out on the same day, to travel by public conveyance to the county of Madison.

Immediately after procuring the ticket, the plaintiff entered upon the intended journey, in company with her husband and others, and the party traveled by cars on the Erie Railway to Elmira, and thence by cars on the Canandaigua and Elmira road to Watkins at the head of Seneca Lake. From Watkins they went by steamboat on said lake to Geneva, where they arrived about eight o'clock in the evening. On landing at the steamboat wharf, the party started on foot, to go to the station of the New York Central Railroad Company, about seventy rods from the wharf, in further prosecution of their journey, and on the way from the wharf to the station, the plaintiff's intestate slipped and fell upon the side-walk, and thereby received injuries of which she died in a few days.

It appears from the statement of facts submitted to the court, that persons arriving on the steamboat generally pass from the wharf to the railroad station through the public streets of Geneva; and that upon the arrival of the steamboat, on the occasion above referred to, there were public hacks for hire at the wharf, for the purpose of conveying passengers, if hired to do so, to any part of said village, or to the railroad station.

Without undertaking to lay down any general rule, or to do anything more than to decide the particular case before us, we are of opinion, upon the facts submitted, that the accident referred to was not within the terms of the policy. The accident occurred to the plaintiff "while traveling," and that too, while traveling on the very journey which she had in view when she procured the ticket; but at the time when the accident occurred, the plaintiff was not traveling by any "public or private conveyance for the transportation of passengers," but was voluntarily pursuing her journey on foot, although there were conveyances at hand, which she might have employed, if she had chosen to do so. The defendant insured only against the perils of traveling by conveyance; and if the plaintiff had gone "by conveyance" from the wharf to the station, the accident in question could not have occurred.

The counsel for the plaintiff argues that the risk assumed by the defendant, is not confined to accidents occurring during the very act of riding, but that it covers every accident happening while doing an act necessary or proper to be done, dur-

ing the making of the journey included in the present case, the passing from the steamboat wharf to the railroad station, in any usual and proper mode. Accidents may be supposed, which though not occurring in the very act of riding in a conveyance, would be covered by the defendant's contract. The case of Theobald vs. Railway Passenger Assurance Company (26 Eng. L. & Eq. R., 432), cited by the plaintiff's counsel, presents an instance of that kind. In that case, the train had stopped at a station where a change of cars took place, and the plaintiff, while stepping out of the car, met with an injury without any negligence on his part, and in consequence of the step of the car being accidentally slippery. There as was said by Pollock, C. B. "though, at the time of the accident, the plaintiff's journey had in one sense terminated by the carriage having stopped, he had not ceased to be connected with the carriage, for he was still on it. The accident also happened without negligence on his part, and while doing an act, which as a passenger must get into the carriage and get out of it when his journey is at an end, and cannot be considered as disconnected from the machinery of motion until the time he has, as it were, safely landed from the carriage and got upon the platform. The accident is attributable to his being a passenger on the railway, and it arises out of an act immediately connected with his being such a passenger." The policy in that case insured against injuries "happening to the assured from railway accidents whilst traveling in any class carriage on any line of railway," &c., and it was held that the accident was within the meaning of the policy. But that case does not go to the extent of holding that the policy covered every accident happening to the assured while doing any act necessary or proper to be done, during the making of the journey.

The distinction between that case and the one before us, is obvious. There the assured was injured while yet on the carriage in which he had made his journey, and while in the act of getting out of it, which as a passenger, he must necessarily have done. Here the assured when injured was not in, on, or in any way connected with any conveyance, and she was pursuing a part of her journey on foot, she having voluntarily chosen to walk, in preference to taking a carriage.

Judgment should be given for defendant.

Judgment for defendant.

Railway into Nubia.

While people are talking of a railway to India direct, to accomplish the passage from London to Calcutta in five days, the Viceroy of Egypt has actually commenced one of the most gigantic undertakings ever attempted in his territory—that of connecting Upper and Lower Egypt by rail. At the terminal point of all ancient and modern conquest, where the mighty Persian and Roman invaders found the desert an impassable barrier, the Khedive, assisted by an army of English engineers and navvies, will, unless stopped by the jealousy of the Sultan, drive an iron road and a team of iron horses, not only to the very confines of Nubia, but into the heart of Africa, opening up new fields of commerce, and perhaps bringing home Livingstone first-class. Twenty of the engineers for the above undertaking passed through Malta a few days ago on their way, and will be followed by the remainder of the staff in a short time. When it is considered that the line, commencing at the second cataract, is to be 600 miles

long, some idea may be formed of the amount of labor required to complete the work—*Malta Times*.

A Railroad to the North.

We have been anxiously awaiting the time when we should be able to announce to our readers a fair prospect for the construction of a railroad line through the northern portion of this state, with its terminus at this point; and this week we are pleased to be able to state that there is a good prospect for its early completion. During the past few weeks a party have been employed between Whitehall and Port Henry, and so far as they have proceeded, we understand a very feasible route has been discovered, so much so that we are assured that the road will be at once put under contract for its early completion. To the Delaware and Hudson Canal Company are we indebted for this hope of, at an early day, 'getting out of the woods.' From a business standpoint we can hardly estimate the value of a continuous line of road through this northern region, and we trust the road will be pushed to a speedy completion.—*Whitehall Times*.

Certain taxpayers of Berkeley county, West Virginia, lately brought suit for an injunction to restrain the county supervisors from laying a tax on account of the bonds heretofore issued by them in aid of the Martinsburg and Potomac railroad, which injunction was on the 11th inst. refused by Judge Melvin and the validity of the bonds affirmed. This railroad connects at Williamsport with the Chesapeake and Ohio canal, will connect with the Western Maryland railroad when it is finished, and with the Cumberland Valley Railroad, which thus gives a direct communication with the North.

At a meeting of the stockholders of the Atlantic Mail Steamship Company on the 14th inst., the following gentlemen were elected directors for the year ensuing:—Samuel G. Wheeler, Jr., Edward Jordan, Loyal S. Pond, Charles F. Davenport, George P. Smith, Archibald M. Smith and Anthony M. Bliss. At a subsequent meeting of the directors the present officers of the company were re-elected, as follows: A. W. Dimock, President; Charles F. Davenport, Vice President; H. J. Quinard, Treasurer; J. O. Baker, Secretary.

The stockholders of the Savannah, Griffin and North Alabama Railroad have elected A. J. White president, and W. A. Huff, of Macon, and Messrs. Boynton, Chapman, and Stewart, of Griffin; Whitaker, of Fayette; Wilkinson and Smith of Newnan; and Camp and Long, of Carrollton, directors. The work will be pushed ahead.

An extension of the Nova Scotia and New Brunswick Railway, to the cities of Halifax and St. John, is stated to be engaging the attention of the Government. The plans and specifications are ready.

The grading on the Wellington, Grey and Bruce Railway is completed to Paisley, and work on the fourth and last section will soon be commenced.

The opening of the Buffalo, New York and Philadelphia Railroad to Arcadia was celebrated on the 15th inst.

The construction of the Bridgeton and Port Norris Railroad is being rapidly prosecuted.

The St. Paul and Sioux City Railroad is finished to Okabena, in Noble County, Minnesota.

Euphrates Valley Railway.

So far as the select committee of the Euphrates Valley Railway have carried their labors, Mr. W. P. Andrew may congratulate himself on the result. Nearly all the witnesses hitherto examined agree in recommending a railway from Scanderoon, Suedia, or some other point on the Mediterranean to some point at the head of the Persian Gulf. General Chesney, who explored the whole line of country several times, pronounces decidedly in favor of the Euphrates route, with a preference for Suedia as the starting point. Mr. Ainsworth who traveled with him, declares that a line from the Bay of Antioch to the Euphrates and down the Euphrates is "at once the most feasible and the most economical;" but his starting point he fixes at the foot of Mount Caucasus, a little to the south-west of the mouth of the Orontes. Sir John Macneill, who surveyed the Euphrates route about 15 years ago, is "quite prepared to say" that the projected line over the Beilan Pass to the Euphrates "can be executed with perfect ease and perfect certainty, for a certain specific sum." His son, Mr. Talford Macneill, would start from Scanderoon—the ancient Alexandretta—which is "a natural harbor, safe at all times, and of great extent," equal in short to any in the world. Carrying his line by easy gradients over the Beilan Pass, he would leave Antioch about twenty miles off, and passing through Aleppo would cross the Euphrates at Belis following the left bank of the river to a place called Grain on the Persian Gulf. Such a line with the sea at either end of it, would, in his opinion, tend more to England's advantage than to any other, and would be cheaper and easier to make than any of the projected lines from Constantinople.—*Allen's Indian Mail*.

The *St. Louis Republican* publishes what it regards as "a full and complete showing of the necessity of a new railway directly east, with a map of the proposed route, a list of the counties it is to pass through, their area, population, productions, &c. It will be seen that if the population is taken as the basis of ability to subscribe stock in these counties, over \$16,000,000 can be raised for the road, which, with what St. Louis can subscribe, will be ample to build and equip it with 10,000 freight cars." It is mentioned that the shipment eastward from St. Louis by rail of corn alone has increased from 904,776 bushels in all 1870 to 1,560,500 bushels in the first ten months of 1871.

Bibb & Co., of Virginia, late contractors on the Chesapeake and Ohio Railroad, have taken the contract to build the Big Sandy road from Lexington to Mt. Sterling. The contractors are men of energy and integrity, and work will be begun as soon as the hands and implements can be gotten together. The road is to be completed and in running order to that place by the first of next July, or as much sooner as the work can be accomplished.

The Northern and Southern West Virginia Railroad Company was organized at Clarksburg, W. Va., on the 31st ult., with Albert L. Catlin, of Boston, as president. Stock to the amount of \$300,000 was taken, mostly by New York capitalists, and engineers are making a survey from Fairchance to Morgantown, under the direction of the Pennsylvania Railroad Company. Efforts to obtain subscriptions along the line of the proposed route are now making.

The Richmond (Va.) City Council have appropriated \$200,000 for tunneling Church Hill, in that city, in order to bring the eastern terminus of the Chesapeake and Ohio Railroad to tide-water on the James River.

The Viaduct Railway.

Mr. W. B. Duncan's letter, printed in another column, denying that the Board of Directors of the Viaduct Railway had concluded to abandon the project of furnishing the means of journeying between the two ends of Manhattan Island in a shorter time than is required at present, will meet with the hearty sympathy of the whole business community of the city. We have always regarded the connection of certain Tammany magnates with that scheme as one of the most unfortunate things that has befallen New York. The confidence which such names as Judge Hilton, W. B. Duncan, A. T. Stewart, L. P. Morton, and other well-known citizens, naturally gives, was almost entirely swamped by those of the Tammany Ring. The weeding out of these last will, we have not the least doubt, carry the project of rapid transit rapidly forward.

The lamentable lack of decent traveling facilities in this city and in Brooklyn is so universally recognized that we are confident the next Legislature—elected in the interest of the people as it is—will do all in its power to push on the work of building this road and such others as may be required. The citizens of New York and vicinity are heartily tired of the antiquated, uncomfortable means of transit now at their service, and they demand the most vigorous exertions on the part of their law-givers to remedy the present state of things.

The commercial metropolis of America wants, and will have, such legislation as will aid, and not retard its growth. It must have some means provided for it by which a citizen can reach his place of business in a much shorter space of time than is required now. In this busy age time is money, and a man cannot afford to waste two or three hours every day journeying between his home and his office. The Viaduct Railway and the Brooklyn bridge are two steps forward in the march of the prosperity of this city. They must be built quickly, so that New York and Brooklyn may really become what nature intended them to be—one city.—*N. Y. Times*.

Peach Bottom Railway.

Mr. Hood, of Maryland, a civil engineer of very considerable ability, has been engaged by the directors to make the survey and location of the Peach Bottom Railway. The work will commence immediately. The survey will begin at the Susquehanna, at Peach Bottom, and will be made by way of Delta, Muddy Creek, Neff's Summit and the foot of Dunker Valley, striking the Northern Central near the tunnel, about five or six miles south of York borough. One hundred and fifty thousand dollars has been subscribed towards the construction of the road, and the canvass for additional funds will be vigorously pushed during the winter, the board having determined not to attempt the construction of the road unless there be a sufficient sum raised to grade and bridge the entire line, which sum, it is hoped, will be raised by the early spring.—*Lancaster Intelligencer*, Nov. 11.

The Holyoke and Westfield Branch of the New Haven and Northampton Railroad was formally opened on the 14th inst. The new Branch cost about \$40,000 a mile. Holyoke takes \$165,000 worth of the bonds, and the New Haven and Northampton \$200,000; the remainder is held by private parties.

Of the forty-eight and a half miles of the Dayton Short Line Railroad, between Ludlow Station and Dayton, forty-five miles have been graded and will be ready for iron by the 30th of November. The remainder will be completed by the 1st of February.

The Lake Shore and Tuscarawas Valley Railroad was opened to Medina, Ohio, on the 15th inst.

Boston, Nashua and Acton Railroad.

At the annual meeting of the stockholders of this company, held at Danstable, Mass., on the 14th inst., the following gentlemen were elected directors for the ensuing year: Peter B. Brigham of Boston, Cyrus Wakefield of Wakefield, Mass., Joseph B. Clark of Manchester, Charles C. Pearson of Concord, E. H. Spalding, Henry Parkinson, Benj. Saunders, C. N. Dearborn, of Nashua, Jas. E. Burnap of Dunstable, Mass., Chas. G. Sargent of Graniteville, Mass., Capt. Jacob Smith of Westford, Mass., John Fletcher, Jr., Daniel Wetherbee, of Acton, Mass. At a subsequent meeting of the directors the following officers were chosen: Peter B. Brigham of Boston President, E. H. Spalding of Nashua Vice President, and John B. Goodrich of Boston, Clerk. E. H. Spalding, Henry Parkinson and J. E. Burnap were appointed a committee to locate and construct depots, side tracks, &c. Mr. Woods of Croton has the contract for the construction of the road.

The *Winchester (Va.) News* says that Judge Turner, of the Frederick Circuit Court, has rendered a decree in the cause of the Orange, Alexandria and Manassas Railroad Company, vs. the Winchester and Potomac road. The suit was instituted for the value of iron removed from the Manassas road by the Federal government and laid down on the Winchester and Potomac road during the war. The judge rendered a decision allowing the Manassas Company 2,086 tons of iron at \$55 per ton and 14 tons at \$4 per cwt., the whole amounting to \$115,850 in money, with interest for five years.

The *Cumberland (Md.) News*, 3d inst., learns by parties from the line of the Salisbury and Baltimore Railroad, now in course of construction from Myer's Mills to Salisbury, in Somerset county, Pa., that the work is progressing towards completion quite rapidly. All the grading and masonry, it is expected, will be completed this month, and by the holidays it is hoped the entire road will be completed to Salisbury.

The census returns for 1871, show the total population of the Dominion of Canada to be 3,484,924, an average increase of about 12½ per cent. since 1861. The present population of Ontario is 1,628,042, of Quebec 1,190,505, of New Brunswick 285,777, and of Nova Scotia 387,800. The percentage of increase in the last ten years is: Ontario 16 1-10, Quebec 7 1-5, New Brunswick 13 1-3, Nova Scotia 17 1-5.

The Massachusetts Central Railroad Company filed a certificate on the 14th inst. in the office of the secretary of state that all the capital stock of the road had been subscribed and 20 per cent. paid in. This allows them to commence business at once, and ground will probably be broken very soon. Mr. N. C. Munson has the contract for building the entire road.

The F-street Railway Company, Washington, will soon begin the contemplated extension of the road from the Capitol eastward to the Anacostia river, and from Seventeenth street westward to the Georgetown Convent.

The Ohio State debt has been decreased this year \$785,115. The whole debt is now \$8,945,511.

Peat Fuel for Railway Engines.

For many years the managers of European and American railways have been searching for a substitute for anthracite and bituminous coals which would answer all the requirements of coal, be furnished at a less cost, and in sufficient quantities. In France certain railways are using a compound of coal dust and coal tar for fuel, but its disagreeable odor and large quantities of smoke and soot thrown off during combustion render its use annoying to passengers and engineers. In this country many experiments have been made with crude petroleum and its gases, fed directly into the furnaces, and with coal siftings compressed with bitumen. Still, there remained something better to be sought, and recent developments show that the investigators have not been idle. Along the lines of nearly all the American railways are enormous peat bogs, some of great depth, nearly all of good quality, and containing enough peat, if properly manufactured, to supply the railways for many years.

Erroneous methods of manipulation and the imperfect machinery used by former experimenters seemed to have warned capitalists from embarking in the peat manufacture, until about two years ago, when Mr. E. L. Huribert purchased the Berlin Bog, about seventy-five acres in extent, located at the side of the Hartford and New Haven Railway, and midway between Meriden and Berlin, Conn. Improved machinery of the Auben patent was set up, and the manufacture of American peat fuel commenced on a large scale. The former plan of compressing the peat was discarded.

Machinery was made to take the place of hand labor wherever it was possible. The peat is dug and raised by a steam dredge lifting one ton at a time, deposited in iron tubs having perforated bottoms through which the excess of water drained while the tubs were being moved to the grinding machine. The latter consists of a wooden platform 18 feet high, about 12 feet wide and 15 feet long. On it are two boom derricks, which raise the tubs and swing them over the platform upon which they are emptied. The bright yellow peat then falls through openings in the platform upon an archimedean screw revolving beneath, and is fed into a peculiarly constructed mill, where revolving knives convert the peat fibre and the water not drained off into a thick paste of a very dark brown color. The paste, or peat jelly, flows from the knives into a hopper beneath. Under the hopper is a shallow wooden box, the bottom having ridges rising from it nearly to the upper edge of the sides. The box or mould rests on a wooden tramway, the machinery of which is so arranged that when one mould has been filled an empty mould is pushed behind it, the full mould thrust forward over the tramway and the empty one left beneath the hopper. Under this tramway and at right angles with it are three other tracks with small cars. The workmen stand at the side of the upper tramway, and when the full moulds are opposite them the machinery slides the mould from the tramway and on a shelf at its side. The men lift the mould from the shelf, place it on the car, and continue the operation until the car is loaded. It is then moved off over the track to the drying ground. There each mould is overturned on the grass, and the moulded peat left to dry.

The ridges in the bottom of the mould have left deep grooves in the now upturned surface of the peat, facilitating the operations of drying and of breaking up the peat when hard and dry. After an exposure of 48 hours neither rain or frost will damage it. It soon dries hard, and is then ready for use or storage. Peat made in this manner does not deteriorate with age, will not crumble as the compressed peat is liable to do, is clean and good as a fuel. It was used in one engine on the Hartford and New Haven Railroad constantly

for five months, the engine doing its regular work with freight and passenger trains between those points with very satisfactory results. It burns, the fire doors being shut, with clear, full, bright flame, makes no smoke, does not clinker, and the ash is an impalpable powder. In reversing the engine there is no grinding of boxes by gritty particles. Another point in its favor is that it is easily kindled and burns entirely away. No alteration in grate bars or other parts of the engine is required, and the engineers who have tested it on the road say that one ton of this peat will do the same work as one ton of the best anthracite coal. The peat of the Berlin bog is not superior to that found throughout the country, but depends upon the machinery by which it is manufactured for its excellence. The New York and New Haven Railroad Companies have signified their willingness to contract for all the peat made at this bog, it being close to their track and much easier handled than coal. The machinery at this point is capable of turning out one hundred tons of peat a day, which can be disposed of at \$5 a ton, leaving a handsome profit for the manufacturers, who have invented the machinery and formed themselves as a company under the name of "The American Peat Fuel Company." There seems little doubt that the immense bogs on our railroad lines can now be utilized. The peat has been tested in the manufacture of steel, and produced some of the best yet made in this country.

At a recent meeting of the corporators of the Bonny Eagle Branch Railroad at West Buxton, Me., a board of directors was elected with A. K. P. Lord as president. The road, the construction of which is to be immediately commenced, is to run from a point on the Portland and Rochester Railroad in Buxton to Bonny Eagle Falls, along the course of the Saco River and through a very level country.

The New Orleans *Republican* says intelligence has been received from New York announcing the cheering fact that the New Orleans, Mobile and Texas Railroad Company has succeeded in placing nearly all its bonds, and that all its financial and other difficulties will be terminated at once. The work along the whole line, including the branch from Vermilionville to Shreveport, will now be prosecuted with vigor.

The Secretary of State for Ohio has made his annual report, which shows that during the year six railroads have been incorporated, with an aggregate capital of \$10,500,000. A number of important consolidations have taken place, first among which is that of the Baltimore, Pittsburg and Continental with the Celina extension, forming the Baltimore, Pittsburg and Chicago Railroad.

Buenos Ayries advices to October 1st, via Brazil, are to the effect that Congress has passed the law authorizing construction of the Teunman Railway (three hundred and thirty-seven miles) on the narrow gauge system, at a cost of eight and a half million hard dollars, instead of fourteen millions, as contemplated when making the recent loan in London.

The Vermont Central Railroad Company has leased the New London Northern Railroad from New London to Grout's Corner, near Greenfield, for which they pay \$240,000 per annum. This gives the Vermont Central a New York connection. The lease includes the three boats running from New London to New York, which are owned by the company.

In the United States Circuit-Court at Lynchburg, Va., on the 18th inst., in the case of Tyson versus the Virginia and Tennessee Railroad Company, Judge Bond delivered the opinion of the court, refusing the preliminary injunction on the ground that the Atlantic Mississippi and Ohio Railroad Company should be made a party to the suit. The court granted leave to amend the bill in this respect.

MASS. CENTRAL RAILROAD**Notice to Railroad Contractors.**

Proposals for the Grading, Culvert Masonry and ordinary bridging on the Massachusetts Central Railroad will be received until November 29, at my office, in the town of Hudson, Mass., where Profiles, Plans and Specifications may be seen on and after Wednesday, November 22.

Proposals will also be received until the 15th of December, at my office in Boston, No. 10 Pemberton square, room 4, for materials to be furnished and work to be done in the construction of abutments and piers for the proposed bridge over the Connecticut River at Northampton. Plans and specifications may be seen at the Boston office after November 22, 1871.

N. C. MUNSON,
Contractor.

Chesapeake & Ohio Railroad.**NOTICE TO BRIDGE BUILDERS.**

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

Proposals for any part or for all will be received. These bridges are for the extension from White Sulphur Springs to Millers Ferry on New River, West Va.

Circulars containing a description of the spans, etc., can be had from

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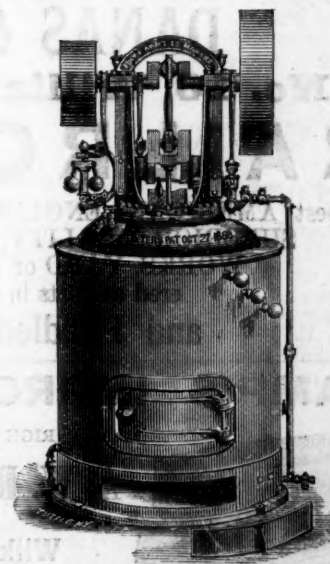
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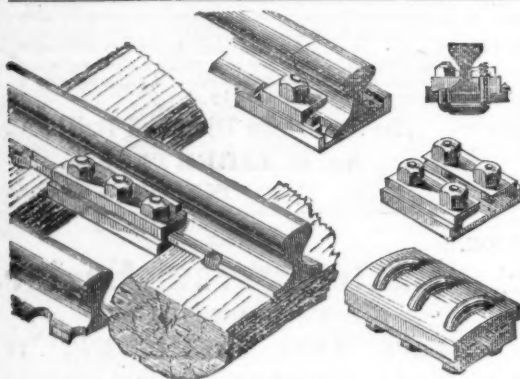
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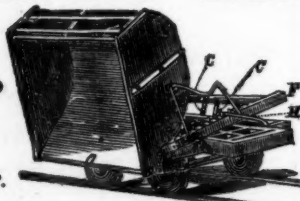


Fig. No. 2, Car Dumped.

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